The DAILY COMMERCIAL, published by The Commercial Printing Company, corner Fifth Avenue and Wood street, Pittsburgh, Pa.

C. D. BRIGHAM, Editor.

R. D. Townsend, Business Manager.

Terms of the Daily.—Daily, delivered by carrier, or mailed to subscribers, $10 per annum; $5 for six months; $2.50 for three months.

Communications designed for publication should be addressed to the Editor.

Letters on Business, Subscriptions, &c., address The Commercial, Pittsburgh.

The Weekly Commercial, a large sheet containing all the Current News, Miscellaneous, Literary and Market Intelligence, and Valuable Reading for the Family.

Terms of the Weekly.—Per Year (52 issues), $2 00. In Clubs of Twenty, $1 50, one copy gratis to the getter up of the Club.

The money must always accompany the order, and in no instance can these terms be departed from.

Communications are requested to act as Agents.

Communications designed for publication should be addressed to the Editor.

Letters on Business, Subscriptions, &c., address Commercial, Pittsburgh.

The Pittsburgh Commercial.

VOL. VIII. PITTSBURGH, SATURDAY MORNING, FEBRUARY 18, 1871. NO. 130.

FIRST EDITION.

HARRISBURG.

Proceedings of the Legislature.

Another Bill for a Constitutional Convention—The House Refuses to Recede from Its Action on the Fee and Salary Bill—Robb, White and McGowan, the Conference Committee—Adjournment till the 27th inst., &c., &c.

Special to the Pittsburgh Press.

HARRISBURG, February 17, 1871.

SENATE.

Revision of the Constitution.

Mr. Buckalew, from the Constitutional Reform Committee, reported a bill for the revision of the constitution.

Mr. White announced that the minority would make a different report. The majority report fixed the second Tuesday of June next for an election, both for convention and delegates; the convention to meet in Harrisburg on the second Tuesday in September, with the following limitations of powers: First, sittings shall not extend beyond one hundred days of actual session; second, one-third of the full convention shall leave the right to require the separate submission of any proposed change to the popular vote. There are to be thirty-two delegates at large, each voter to vote for sixteen; one hundred and eight district delegates, who are apportioned by this bill, are elected on the cumulative system; Allegheny has eight, each voter to vote for five; salary of delegates $500; mileage ten cents circular for only two sessions; postage, stationary and contingents, twenty-five dollars a piece.

Bills Introduced.

By Mr. Anderson—Exempting ground rents in Allegheny county from taxation, except for State purposes.

By Mr. Osterhout—Creating a Court of Appeals for Pennsylvania, and confessing jurisdiction thereon.

Mr. Anderson called up the House bill authorizing the Springfield school district, Twelfth Ward, Pittsburgh, to borrow money. Passed.

Adjourned till Thursday afternoon.

HOUSE OF REPRESENTATIVES.

The House Refuses to Recede from Its Position on the Tax Bill.

Mr. White moved that the House recede from its non-concurrence in the action of the Allegheny Fee and Salary and Fee Bill. He did this because, although the Senate Committee on Conference would be relieved from the matter on the bill, and at least one of the House committee would favor it, yet such committee votes for itself in conference, and he would not have it in this case.

Mr. Humphreys opposed the motion, urging that the matter should go to the Committee on Conference, where he believed the whole subject would be satisfactorily adjusted.

Mr. White's motion was disagreed to.

YEAS.

Beardsley,	Hoopes,	Reinoehl,	
Bobson,	Kaus,	Schantz,	
Buch,	Lambert,	Stout,	
Cloud,	Letherman,	Stone,	
Corey,	McConnell,	Walker,	
Elliott,	McJunkin,	Wasson,	
Engle,	Marshall,	Wheeler,	
Engleman,	Miller, of Erie;	Wherry,	
Gray,	Moore,	Wilson,	
Hall,	Morris,	Worrell,	
Herster,	Pritzer,	Wright,	
Hewitt,	Quigley,	Wolfe—36.	

NAYS.

Albright,	Keefer,	Robb,
Clarke,	Landis,	Rohrer,
Conrad,	Leidy,	Rose,
Cummings,	Lewis,	Schnauffer,
Darrow,	McAteer,	Schwartz,
Dimmick,	McGowan,	Simpson,
Dunbar,	McKee,	Skinner,
Duffy,	McMullen,	Smith, Dauphin;
Ellis,	Mellon,	Smith, Philada.;
English,	Meyers,	Steele,
Fetter,	Meeks,	Taylor,
Griffiths,	Miller,	Thompson,
Hager,	Montgomery,	Weiss,
Harvey,	Mooney,	Wetherill,
Humphreys,	Norris,	Wherry,
Johnston,	Parson,	Wiley,
Kaine,	Purnell,	Williams, Craw'd.
Keech,	Ryan,	Williams, Lan'ter
Keene,	Rayburn,	Wilson,
	Zerbe—64	

Speaker Webb then appointed Messrs. Robb, White and McGowan in the place of Messrs. Buckalew, Hall and Cummings, the Committee of conference on the part of the House, one friend of the Senate bill, and two opponents.

A resolution was passed, adjourning the House from to-day till Monday evening after next, February 27, at which time it is supposed the Senate will concur, however, will meet on Thursday next.

The Committees of conference on the Allegheny Salary Bill cannot meet now, Mr. Graham having gone to Baltimore.

Mr. Robb Desires to Explain.

Mr. Robb desires the explanation that he did not base his allegation of the position of the Pittsburgh bar on the two disreputable members. He has dozens of letters on the subject.

Appointment.

The Governor to-day appointed Henry Lowther, of Erie, as additional Law Judge of the Schuylkill District.

EUROPE.

BY THE ATLANTIC CABLE.

The Queen of Spain Ill—The Austrian Parliament—The Papal Guarantee Bill, &c., &c.

The Austrian Parliament.

VIENNA, February 16.—Chevalier Antonio de Schwerring has been chosen President of the Upper House of the Austrian Parliament.

The Papal Guarantee Bill—Queen of Spain Ill.

FLORENCE, February 16.—The Chamber of Deputies to-day discussed the Papal Guarantee bill, but without action adjourned till the 1st of March.

The Queen of Spain, who is now *en route* to Madrid, has been compelled by indisposition to delay her journey to Nice.

New Greek Minister of War.

ATHENS, February 16.—M. Condouriotay has been appointed Greek Minister of War.

Roumania Loyal to Prince Charles.

BUCHAREST, February 16.—The Roumanian Senate has voted a resolution expressing its confidence and devotion toward Prince Charles, and entire co-operation in the acts of the Government.

Marine News.

LONDON, February 17.—The steamships India and Europa touched Moville Sunday.

The Markets.

LONDON, February 17, 4:30 P. M.—Consols 92 for money, and 92⅝ for account. Bonds firm; 5-20s of '62, 90½; do. '65, old, 90; do. '65, new, 89¾; Erie 19¾.

LIVERPOOL, February 17.—5-20s of '62, 90¾.

LIVERPOOL, February 17.—Cotton steady; middling uplands 7⅞d.

FRANKFORT, February 17.—5-20s of 1862, 90¼ to 90⅝. Flour 20s. No. 1 red winter 16 shillings 3d. Flour 20s.

ASHLAND, O.

The Late Shooting Affray—Strayer Held in $5,000 Bail.

Special Dispatch to the Commercial.

ASHLAND, O., February 17, 1871.

John Strayer, who shot Jacob Kestner on Wednesday, had a hearing before Judge Jones this afternoon. He was bound over in the sum of five thousand dollars. He procured the bail and was released. Hopes are entertained of Kestner's recovery.

THE LAST SMASH-UP.

An Accident Which Barely Escaped Being Horrible.

NEW YORK, February 17.—A Troy dispatch gives additional particulars of the railroad accident last night. The Montreal express train, which left New York at four o'clock P. M. yesterday, ran off the track between Hoosick and Hoosick Junction, where a broken rail was the cause or the accident, and after running about twenty rods upon the ties the rear coach swung against the embankment on the right and became detached; in the meantime the tender had become uncoupled from the baggage car, and that car and a palace car jumped down into a ravine. The place immediately took fire from the stoves on board and both cars were burned up. The passengers escaped through the windows. Conductor Hilliard, of Pennsylvania, upon returning into the car for his baggage was overcome by smoke and fire, head and foot, but not fatally. Others were burned, but not seriously. The mail and baggage were saved.

PORT CHESTER, N. Y., February 17.—Information has been received here that the accident last night occident last night near Greenbush was caused by the unwashing of the rails, and upon close examination by detectives it was found that spikes had been drawn from one rail. This information has been reported to the officials of the road, and an investigation will take place immediately.

ARKANSAS.

The Impeachment Scheme Likely to Result in Revolution.

ST. LOUIS, February 17.—The *Democrat's* Little Rock, Arkansas, special says: The articles of impeachment against Governor Clayton were presented by a commination of the Brooks and Johnson wing of the Republicans twelve in number; with the Democratic minority, numbering thirty-seven, they have none of the articles can be sustained, but they say the object of pushing articles of impeachment is to prevent Governor Clayton from office, and that this will so Governor Johnson into the executive office and enable him to defeat any judge consisting him that the Supreme Court may give, by calling on the militia to serve for three days more. Clayton will not surrender the office to Johnson until he establishes his claim to the Lieutenant Governorship. It is reported that Governor Johnson will issue a proclamation calling on the people to stand by him. Not one of the State officers will recognize Johnson as acting Governor. What will come of this is not easy to tell. It is not improbable that a full-blown revolution is now inaugurated, or to-morrow's sun. The thirty-eight who voted against impeachment are all Republicans.

STATE LEGISLATURES.

Missouri.

ST. LOUIS, February 17.—The State Senate has passed a concurrent resolution, now pending before the House, asking Congress to pass a full and complete amnesty act. The House passed a bill taxing all railroads in the State.

Massachusetts.

BOSTON, February 17.—The Massachusetts Legislative Committee on Federal relations reported a resolution yesterday requesting the President to enforce the neutrality laws of the Canadians towards Great Britain. The Committee constitutes a grievance demanding the attention and protection of the General Government.

CINCINNATI, February 17.—The case of Thomas Merrihan, charged with murdering Thomas Meyers, in Hamilton, was removed to-day to this county.

West Virginia.

CHARLESTON, W. VA., February 17.—A joint resolution has been adopted by the Legislature authorizing the appointment by the Governor of three Commissioners to confer with the authorities of Virginia in relation to the settlement of the Virginia debt. The resolution has been communicated by Governor Jacobson to the Governor of Virginia.

CRIME.

CLEVELAND, February 17.—Major Fish, of the Cliff House, Rocky River, was shot and killed last night by a German girl named Fanny Dreu. The girl charges Fish with having seduced and then abandoned her. She is now in custody in this city.

A negro named Richey shanked and then fatally wounded another negro named Peterson this morning. They had been quarreling about a woman claimed by each as his wife. Richey has not yet been arrested.

RAILWAY MATTERS.

Baltimore, Pittsburgh and Chicago.

Enthusiastic Meeting at Ashland, Ohio—$700,000 Stock Subscribed—The Baltimore and Ohio and Ohio and Mississippi Combination—Marietta and Cincinnati Railroad—Railways Planned to Louisville, Ky.

Special Dispatch to the Commercial.

ASHLAND, O., February 17, 1871.

An enthusiastic railroad meeting was held here last night, addressed by Hon. Gen. Rex, of Wooster. He made an able speech on the importance of securing the location of the Baltimore, Pittsburgh and Chicago Railway to this place. The meeting was well attended. Seventy thousand dollars in stock has been subscribed.

REDUCTION IN FREIGHTS.

CINCINNATI, February 17.—An important reduction in freights from New York to Cincinnati is announced, to take effect next Monday. No. 1 is fixed at $1 20; No. 2, $1 10; No. 3, 95 cents; No. 4 and special unchanged.

RAILROADS PLANNED FOR LOUISVILLE, KENTUCKY.

The Louisville Democrat, of February 15, says: It now appears that Cincinnati gets her Southern road, Louisville must find another route to the East. Such a route it sees in the Chesapeake and Ohio road, which is rapidly approaching completion. The projectors of the Lexington and Big Sandy road are more flattering than for a long time. When it is completed Louisville will have a through line to Norfolk, Baltimore and all the Eastern cities, which will never be interrupted by snow in the winter, and which crosses the great mountain chains, the Alleghany and Blue Ridge, which made the construction and keeps the operation of the more Northern routes so expensive, at a very low gradient. Measures are now being inaugurated looking to the material shortening of this route by building a line via Shelbyville, Frankfort, Georgetown and Paris to Covingsville and the Big Sandy road. With this line completed and the St. Louis Air-line, of which the St. Louis division will reach the western boundary of Indiana during next year, the Louisville and Nashville Short line, the great east and west line, which will become at once a formidable rival to the great route which at present controlling for traffic. The proposed route by Paris will open other eastern connections. The road from Paris to Maysville will soon be completed. It is hardly a matter of doubt that soon after it is finished the will be built to Flemingsburg, Morehead, Mt. Sterling, Winchester, Richmond and Lancaster. The proposed short line to Paris will also enable Louisville to do what she has not been able to do since the building of the Kentucky Central Road —compete with Cincinnati for the trade of the Blue-grass region.

Louisville must strike for the eastward now or see us for the future. She must have the Knoxville branch road and a Southern route that can compete with the Nashville road, and she must build this Paris road.

EFFECTS OF THE BALTIMORE AND OHIO AND THE OHIO AND MISSISSIPPI COMBINATION.

The Baltimore *Gazette* sees in the change of gauge of the Ohio and Mississippi the completion of a great Chesapeake and Mississippi Road from a great port of entry to a great distributing market. Indeed, it says, the importance of this road to the city of Baltimore, the Baltimore and Ohio, and the Ohio and Cincinnati Roads cannot be overestimated. St. Louis is to-day the great growing center of the West, and, with its river communication as far north as St. Paul and as far south as the Gulf, and its various railroad connections, one of which, the Kansas Pacific, will give us the shortest route to San Francisco, it is a foregone conclusion to be the future rival to no less than even Chicago. The opening of this route will render a line of Liverpool steamers the absolute necessity of the day, and also lead to the cutting of a ship canal across the eastern shore.

MARIETTA AND CINCINNATI RAILROAD.

At the annual meeting in Cincinnati on Wednesday President King read a report showing a favorable state of affairs. Among other things he said: The stockholders of the Ohio and Mississippi Company, by the annual meeting in October authorized the Board of Directors to change the gauge of the road four feet nine inches, which will conform to the Marietta and Cincinnati road. The work of the consummation of this plan, by which cars can be transported between St. Louis and Louisville and the Seaboard via Parkersburg without changes will result in a very great increase of through business. The distance from Cincinnati to Baltimore is 580 miles, and from Louisville to Baltimore 640 miles, and from Cincinnati to New York, by the New York Central, Erie and Pennsylvania roads. From St. Louis to Baltimore via Cincinnati and the Ohio and Mississippi road is 929 miles, of 216 miles less than the average distance of the four competing routes to New York. These advantages, affording by the same parallel, the shortest and cheapest as well as the most direct route to the Atlantic seaboard, will certainly secure immense traffic between those Western regions and Baltimore, which is already the largest port for exports to the Baltimore and Ohio, and the Ohio and Mississippi as well as the Marietta and Cincinnati Company.

The improper location of the road between Warrenton and Bigspring, since the completion of the road, always been a source of great expense in maintenance and loss in business to the company. This difficult, at this day, to understand the motives which governed the managers of the road in its early history, in locating it at very great expense over high trestles and across a most rugged country, when a line could have been secured at both less cost as to original cost and subsequent maintenance, through the valley of the Big Sandy, by a line about ten miles shorter than the existing one, could have been secured. With the view of remedying this grave error in location, the Ohio and Mississippi Railway Company has, during the past year, been reorganized under the laws of Ohio, and secured, with the assistance of the Marietta and Cincinnati Railroad Company, to construct a road in as direct a line as practicable from Warrenton to Bigspring. The completion is regarded as essential to the establishment of a perfect line between Cincinnati and Baltimore.

MASSILLON, O.

Young Men's Christian Association Organized —Addresses to Mechanics.

Special Dispatch to the Commercial.

MASSILLON, O., February 17, 1871.

The Layman's Institute in session at Massillon, Wednesday and Thursday, February 15th and 16th, under the direction of Mr. Burnell, of Chicago, assisted by a number of the State officers of the Young Associations of Mansfield, Canton and Salem, organized on last evening, in the Second Presbyterian Church in this city, a Young Men's Christian Association of Massillon, enrolling one hundred and seventy-five members. Hezekiah S. Morris, of this city, as President. The Association will at once commence their labors.

On Wednesday from 11:30 A. M. until 12 M., the machinists and employes of Russell & Co.'s agricultural works were entertained by a neat and appropriate address in the machinists' department by Mr. Burnell, upon honesty, truthfulness, temperance and their future welfare. Mr. Russell returns of dividends during the past three years.

In the evening at the Methodist Church, with marked attention. The same gentleman delivered a similar address to the employes of the Massillon Excelsior Works from 4:30 till 5 P. M., seeming to produce a happy effect.

THE JAPANESE MISSION.

Arrival at San Francisco of the Japanese Mission to the United States—The First Minister Ever Sent from Japan to Reside in a Foreign Country.

SAN FRANCISCO, February 17.—The Japanese Mission to the United States arrived yesterday, composed as follows: His Imperial Highness, Nun-domin, Prince of the Imperial family; His Excellency Mr. Mome, Charge d'Affaires to Washington, Mr. Tarasano, Secretary of Legation; Mr. Natta, Assistant Secretary of Legation; Mr. Takaki, attaches of legation, attaches of the Prince, Kogtakitaine, Aoki, Sagano, Yamawaki, Asoda, Imaye, Osawa, Aoyama, Asaki, Ito, Hasegawa, Tsuchiya, Kawo, Yamaguchi, Kawo, Ai, Hayasaki, Aso, Sakura, Ogino. The following are the names of the Japanese officers: Kondo, Matuta, Hamada, Smith, Sagano, Yamawaki, Asoda, Imaye, Osawa, Aoyama, Asaki, Ito, Hasegawa. The Prince is the uncle of Prince Mikado. They are all very young men, ranging from twenty-five to thirty years of age and twenty-seven years. The minister is the first ever sent by the Japanese government to reside in a foreign country. The Japanese Embassy are also Ladies and Consort at Yeddo, and is a strong leader of the party of progress, who have control the government.

NEWS SUMMARY

BY TELEGRAPH.

At the meeting of the Trustees of the Peabody Fund, in Philadelphia, on Wednesday, Governor Clifford presented a resolution of respect to the memory of Senator Fessenden. Vacancies in the Board were filled by the election of Hon. Alex. H. H. Stuart, of Virginia, and General Richard Taylor, of Louisiana. At the final session the report of the agent was considered. The document gives minutely the operations of the fund for the year, and especially purposes in the Southern States. The Board adjourned to assemble in October next. The annual meeting will be held in Boston.

Frederick Gomit, late President of the Blackstone Bank, Boston, died Thursday night.

All work on the Hudson River State Hospital has ceased, and the force of 1,000 men and 100 teams employed upon the grounds have been thrown out of employment. The building is not half finished.

NEW YORK.

NEW YORK, February 17, 1870.

WELL SHOT AGAIN.

Fully $1,000 has been subscribed in this vicinity for the family of "Doc," Simmons, the heroic engineer.

The report that Vanderbilt had contributed $5,000 is wholly unfounded. He has not given a penny to the families of any of the victims.

CUSTOM HOUSE INVESTIGATION.

The Congressional sub-committee, consisting of Senators Patterson and Thurman and members of Congress Benton and Sheldon, are engaged daily in an investigation of the working of the Custom House, with a view to its enlargement in every department and the settlement of some alleged charges against the officers.

DEATH OF A WELL KNOWN WRITER.

Richard Adams Lock, a well known writer, died at his home on this city, on Wednesday.

HAD STOLEN BONDS IN HIS POSSESSION.

W. G. Lambert, a broker of this city, was committed to jail to-day in default of $50,000 bail, for having in his possession Sessions city bonds stolen from Joseph W. Drake, of Stromsburg, Pa.

SUIT AGAINST THE EXCHANGE NATIONAL BANK.

Assistant District Attorney Emerson has commenced proceedings against the New York Exchange National Bank of Boston, to recover $15,000 penalties for not making quarterly returns of dividends during the past three years.

STATE POLITICS.

The Republican County Committee of Erie county met on Thursday, and appointed Myron W. Caughey and Thomas Woods Senatorial delegates to the State Convention and instructed them to support Hon. D. S. McCreary for Auditor General.

The Democrat of West Chester are going to build a first-class hotel as a

THE PHŒNIX, without the lurid light of gilt humbug, keep full houses. The people care but little for gilt shows, for they seldom deceive more than they pay out.

SECOND EDITION.

WASHINGTON.

Appropriations for Public Buildings

Latest Phase of the Pacific Railroad Imbroglio—Shrinkage of Goods in Bond—Important Bills to Fail for Want of Time, &c., &c.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 15, 1871.

Appropriations for Public Buildings.

The House Committee on Appropriations have now finally agreed to the recommendations made by the Secretary of the Treasury as to allowances the ensuing year for work on public buildings now being constructed, or which are contemplated. The amounts to be reported for new buildings are as follows: St. Louis, $250,000; Hartford, $70,000; Nashville $100,000; Fort Huron, Michigan, $100,000; Albany, New York, $250,000. The appropriations to be allowed for buildings already in course of construction are: New Orleans, $175,000; Indianapolis, $95,000; Cairo $35,750; St. Paul $50,000; New York $1,264,897; Boston $240,000; Omaha $25,000; San Francisco $200,000.

Pacific Railroad Matter.

The newest phase to the Pacific Railroad embroglio came up to-day before the Senate Committee on Railroads. One of the members submitted to the Committee a report showing that if all the business of the Government with the Pacific Coast and far western States was given to this road exclusive instead of being divided, as is now the case among several routes, this road would then be abundantly able to meet even "present demands made upon it by the Treasury Department, and no further relief would be required. Under the present situation, however, the heads of various departments are required to advertise such contracts for transportation, and obliged to let them to the lowest bid, &c. It is stated that it is often a matter of only a few dollars and cents, but the law being positive the Government officials have no discretion on the subject. The report advocates such legislation as will allow the Government to control the monopoly of Government transportation, etc., to points which it reaches, the scales of prices for such work to be prescribed by Congress, and that in this way all future difficulty may be obviated, and the Government fully reimbursed for interest paid out on account of this corporation. The Committee heard the report without taking any action.

Shrinkage of Goods in Bond.

Parties from New York were before the Ways and Means Committee to-day, relative to the shrinkage of goods while in bonded warehouses. It appears that under the new act recently passed, that the Secretary of the Treasury decided that merchants should pay on the original entry of the goods. These parties claim that the goods should be entered for consumption when they are withdrawn, as if they had arrived after January first, and that if merchants should not pay on shrinkage during the time the goods were in bond. The committee have taken the matter under consideration, but are not prepared to take definite action in the matter just at present.

Bills to Fail for Want of Time.

The House Judiciary Committee is so pressed with business that but a small portion of the bills now before it will be reported upon this session. Among other important bills that will fail to be reported is the appointment bill. The Committee appear to be determined not to allow even an adverse report on this subject to come before the House, although they have been honored to have it taken from their hands in this shape.

WASHINGTON, D. C., February 17, 1871.

LOTTS NAPOLEON'S CASE UNDER ADVISEMENT.

A case was argued in the Supreme Court to-day, involving the question whether the Emperor Napoleon III has a right to one in a court of the United States in a matter touching a dispatch from the French national vessel in the bay of San Francisco, argued by collusion. General Cushing affirmative, C. B. Goodrich negative.

NOMINATIONS SENT TO THE SENATE.

Jacob H. Hoxsie, Collector of Customs at Nebraska City, Nebraska; J. Milton Turner, of Missouri, Minister Resident and Consul General to Liberia.

FRUITS OF THE RAIL.

"The Coming Pittsburgher."

Effects of the Connellsville Railroad—Preparations at Baltimore for Handling the Petroleum Trade—Will it Become a Leading Refining Center?

[From the Baltimore Bulletin.]

One of the most interesting sights to foreigners go systematically to see when they visit the United States, are the oil yards and refineries where the vast petroleum business of America is conducted. Of the former there are many, and some of them are on a scale of magnificence in the way of tanks and tank-cars, of which the world has no parallel. Especially is saved. The oil is made to handle itself, and the cost of handling is reduced to a minimum. Steam vaper operates on the same principle, and does an amount of handling that would cost 10 cents at a cost of less than a cent. The Baltimore Short line, Connellsville Railroad a large oil traffic will be diverted to Baltimore, and we are about to see the tank system applied in a large way.

FANCHER'S PETROLEUM WHARF.

Some time ago, Fancher & Brown hired one of the Windsor and Canton wharves, in Canton, with the accompanying wharf, to which ran a switch from the Baltimore and Ohio Railroad, and began handling the petroleum from Western Virginia. Their principal consignments have been from Parkersburg, and the oil of that region, which has undergone but a partial refining to the point of burning, is shipped in bulk coast to Europe and a portion to New York and Boston. Last week a full cargo was cleared for Bergtrom, Lavi mason Hanlon took a large quantity also, while they there is twenty-one feet of water, which is sufficient for all vessels that visit the port. The petroleum is usually shipped—from five hundred to eight hundred barrels—in the vessel's hold, and about the twenty-eight feet could be had by pushing the wharf a few yards further out to the channel.

A fleet of small yard engines have been made other than the land at the head of the Fancher wharf. It is fully a mile from the Fancher wharf down to the wharf. The rail track is brought in on the natural grade: the tanks will be built upon a level just below the surface of the ground, and will be tapped and run off into the tanks simply by attaching a hose. A tramway from the wharf will run to the tanks, and a Southern route that can compete with the Nashville road, and she must build this Paris road.

EFFECTS OF THE BALTIMORE AND OHIO AND THE OHIO AND MISSISSIPPI COMBINATION.

The Baltimore *Gazette* sees in the change of gauge of the Ohio and Mississippi the completion of a great Chesapeake and Mississippi Road from a great port of entry to a great distributing market. Indeed, it says, the importance of this road to the city of Baltimore, the Baltimore and Ohio, and the Ohio and Cincinnati Roads cannot be overestimated. St. Louis is to-day the great growing center of the West, and, with its river communication as far north as St. Paul and as far south as the Gulf, and its various railroad connections, one of which, the Kansas Pacific, will give us the shortest route to San Francisco, it is a foregone conclusion to be the future rival to no less than even Chicago. The opening of this route will render a line of Liverpool steamers the absolute necessity of the day, and also lead to the cutting of a ship canal across the eastern shore.

MARIETTA AND CINCINNATI RAILROAD.

At the annual meeting in Cincinnati on Wednesday President King read a report showing a favorable state of affairs. Among other things he said: The stockholders of the Ohio and Mississippi Company, by the annual meeting in October authorized the Board of Directors to change the gauge of the road four feet nine inches, which will conform to the Marietta and Cincinnati road. The work of the consummation of this plan, by which cars can be transported between St. Louis and Louisville and the Seaboard via Parkersburg without changes will result in a very great increase of through business. The distance from Cincinnati to Baltimore is 580 miles, and from Louisville to Baltimore 640 miles, and from Cincinnati to New York, by the New York Central, Erie and Pennsylvania roads. From St. Louis to Baltimore via Cincinnati and the Ohio and Mississippi road is 929 miles, of 216 miles less than the average distance of the four competing routes to New York. These advantages, affording by the same parallel, the shortest and cheapest as well as the most direct route to the Atlantic seaboard, will certainly secure immense traffic between those Western regions and Baltimore, which is already the largest port for exports to the Baltimore and Ohio, and the Ohio and Mississippi as well as the Marietta and Cincinnati Company.

The improper location of the road between Warrenton and Bigspring, since the completion of the road, always been a source of great expense in maintenance and loss in business to the company. This difficult, at this day, to understand the motives which governed the managers of the road in its early history, in locating it at very great expense over high trestles and across a most rugged country, when a line could have been secured at both less cost as to original cost and subsequent maintenance, through the valley of the Big Sandy, by a line about ten miles shorter than the existing one, could have been secured. With the view of remedying this grave error in location, the Ohio and Mississippi Railway Company has, during the past year, been reorganized under the laws of Ohio, and secured, with the assistance of the Marietta and Cincinnati Railroad Company, to construct a road in as direct a line as practicable from Warrenton to Bigspring. The completion is regarded as essential to the establishment of a perfect line between Cincinnati and Baltimore.

MASSILLON, O.

Young Men's Christian Association Organized —Addresses to Mechanics.

Special Dispatch to the Commercial.

MASSILLON, O., February 17, 1871.

The Layman's Institute in session at Massillon, Wednesday and Thursday, February 15th and 16th, under the direction of Mr. Burnell, of Chicago, assisted by a number of the State officers of the Young Associations of Mansfield, Canton and Salem, organized on last evening, in the Second Presbyterian Church in this city, a Young Men's Christian Association of Massillon, enrolling one hundred and seventy-five members. Hezekiah S. Morris, of this city, as President. The Association will at once commence their labors.

On Wednesday from 11:30 A. M. until 12 M., the machinists and employes of Russell & Co.'s agricultural works were entertained by a neat and appropriate address in the machinists' department by Mr. Burnell, upon honesty, truthfulness, temperance and their future welfare. Mr. Russell returns of dividends during the past three years.

In the evening at the Methodist Church, with marked attention. The same gentleman delivered a similar address to the employes of the Massillon Excelsior Works from 4:30 till 5 P. M., seeming to produce a happy effect.

THE JAPANESE MISSION.

Arrival at San Francisco of the Japanese Mission to the United States—The First Minister Ever Sent from Japan to Reside in a Foreign Country.

SAN FRANCISCO, February 17.—The Japanese Mission to the United States arrived yesterday, composed as follows: His Imperial Highness, Nun-domin, Prince of the Imperial family; His Excellency Mr. Mome, Charge d'Affaires to Washington, Mr. Tarasano, Secretary of Legation; Mr. Natta, Assistant Secretary of Legation; Mr. Takaki, attaches of legation, attaches of the Prince, Kogtakitaine, Aoki, Sagano, Yamawaki, Asoda, Imaye, Osawa, Aoyama, Asaki, Ito, Hasegawa, Tsuchiya, Kawo, Yamaguchi, Kawo, Ai, Hayasaki, Aso, Sakura, Ogino. The following are the names of the Japanese officers: Kondo, Matuta, Hamada, Smith, Sagano, Yamawaki, Asoda, Imaye, Osawa, Aoyama, Asaki, Ito, Hasegawa. The Prince is the uncle of Prince Mikado. They are all very young men, ranging from twenty-five to thirty years of age and twenty-seven years. The minister is the first ever sent by the Japanese government to reside in a foreign country. The Japanese Embassy are also Ladies and Consort at Yeddo, and is a strong leader of the party of progress, who have control the government.

NEWS SUMMARY

BY TELEGRAPH.

At the meeting of the Trustees of the Peabody Fund, in Philadelphia, on Wednesday, Governor Clifford presented a resolution of respect to the memory of Senator Fessenden. Vacancies in the Board were filled by the election of Hon. Alex. H. H. Stuart, of Virginia, and General Richard Taylor, of Louisiana. At the final session the report of the agent was considered. The document gives minutely the operations of the fund for the year, and especially purposes in the Southern States. The Board adjourned to assemble in October next. The annual meeting will be held in Boston.

Frederick Gomit, late President of the Blackstone Bank, Boston, died Thursday night.

All work on the Hudson River State Hospital has ceased, and the force of 1,000 men and 100 teams employed upon the grounds have been thrown out of employment. The building is not half finished.

NEW YORK.

NEW YORK, February 17, 1870.

WELL SHOT AGAIN.

Fully $1,000 has been subscribed in this vicinity for the family of "Doc," Simmons, the heroic engineer.

The report that Vanderbilt had contributed $5,000 is wholly unfounded. He has not given a penny to the families of any of the victims.

CUSTOM HOUSE INVESTIGATION.

The Congressional sub-committee, consisting of Senators Patterson and Thurman and members of Congress Benton and Sheldon, are engaged daily in an investigation of the working of the Custom House, with a view to its enlargement in every department and the settlement of some alleged charges against the officers.

DEATH OF A WELL KNOWN WRITER.

Richard Adams Lock, a well known writer, died at his home on this city, on Wednesday.

HAD STOLEN BONDS IN HIS POSSESSION.

W. G. Lambert, a broker of this city, was committed to jail to-day in default of $50,000 bail, for having in his possession Sessions city bonds stolen from Joseph W. Drake, of Stromsburg, Pa.

SUIT AGAINST THE EXCHANGE NATIONAL BANK.

Assistant District Attorney Emerson has commenced proceedings against the New York Exchange National Bank of Boston, to recover $15,000 penalties for not making quarterly returns of dividends during the past three years.

STATE POLITICS.

The Republican County Committee of Erie county met on Thursday, and appointed Myron W. Caughey and Thomas Woods Senatorial delegates to the State Convention and instructed them to support Hon. D. S. McCreary for Auditor General.

The Democrat of West Chester are going to build a first-class hotel as a

THE PHŒNIX, without the lurid light of gilt humbug, keep full houses. The people care but little for gilt shows, for they seldom deceive more than they pay out.

FRANCE.

GERMAN TERMS OF PEACE.

National Assembly Inharmonious.

Falkenstein to Be Governor of Paris.

Germans Concentrating on the Loire.

Letter From Prince Napoleon.

FRANCE.

The Constituent Assembly—An Inharmonious Body.

BORDEAUX, February 17.—At to-day's session of the National Assembly, the following Vice Presidents were chosen: Louis Joseph Martel, Benoist, D'Aley, Listorie, Vital and Leon de Malville.

A resolution was introduced in the Assembly providing Things for Chief Executive, with authority to nominate a Ministry, but providing that the power of the Republic shall be exercised under the control of the Assembly. The resolutions bear the signatures of Dufoure, De Malville, Vital and Saint Hilaire.

A delegate censured the manifestations yesterday outside the Chamber, and adjured the Paris delegates so to act as to prove their liberty of discussion.

Violent recriminations ensued between the Conservative and Republican deputies. A letter was subsequently read from Faidherbe, declining to accept the membership.

The Senate has confirmed the election of thirty-three Paris equities.

It was reported that Victor Hugo and Flaquet were both present at to-day's session. The Chamber is strongly guarded by troops outside the building.

BORDEAUX, February 17.—Favre and Picard, of the Paris government, have arrived here.

The majority of the Assembly are favorable to the proposal to appoint Thiers Chief Executive. The power of the military force posted outside the Assembly Chamber was doubled to-day. M. Grevy has resigned the Presidency. All the members of the department of the Seine were confirmed.

Before the sitting was opened a member of the Left remarked that he got here [illegible] have been obliged to pass through several lines of armed men. I shall, therefore, in future come armed myself."

ENGLAND.

Emperor William Rheumatic—Falkenstein to be Governor of Paris—Letter from Prince Napoleon.

LONDON, February 17.—A letter from Prince Napoleon explicitly denies the report that he ever offered himself to Bismarck as the successor of Emperor Napoleon.

A correspondent of the Berlin *Times* telegraphs that if peace is not concluded prior to the assembling of the National Diet, King William will probably remain at Versailles, and the meeting of Parliament be postponed.

A Versailles correspondent says King William is suffering from a severe attack of rheumatism.

It is understood that in case the occupation of Paris by the Germans should be necessary, Falkenstein will be appointed Governor.

The Prussians have demanded 200,000 francs from the town of Bernay, under the threat of bombardment.

The Germans continue to levy contributions in Normandy, having collected 2,000,000 francs.

No Meeting on Yesterday.

LONDON, February 17.—There was no meeting of the Conference on account of [illegible] Russell dispensed to wait the arrival of the representative from France.

The German Terms of Peace.

LONDON, February 17.—The Paris *Figaro* says: It is reported the German propositions for peace were these: Cession of Alsace and Lorraine, and a portion of the Department of Doubs, and Belfort; or one and a half million thalers; the Prussians to keep the fortresses they have captured, and the French fleet and colonies to remain intact.

Reduction of Contribution Demanded from the Department of Seine-Inferieure.

LONDON, February 17.—A despatch from Dieppe of the 15th says Emperor William has consented to the reduction of the contribution exacted from the Department of the Seine-Inferieure to one-third the original amount.

PRUSSIA.

Petition to the National Assembly.

LEIPSIC, February 17.—A petition to the National Assembly, signed by thousands of the most influential in Germany expressive of a desire for the submission of the question whether the form of Government shall be a monarchy or a Republic to universal suffrage.

The End of the Siege.

A letter from Paris, written on the day of the armistice says: Think of the shells bursting in a hospital of three thousand bed ridden old women—in a lying-in hospital—among the crowded quarters of the poor, and in the suburbs of Paris. In all such places were aimed at, the object being to so terrify the lower classes as to make them rise and compel the Government to surrender. This has been the only thing it has not done. It has been chivalry. But the shells did not hasten by one day the fall of Paris. It was the rationing of bread—the near approach of a horrible famine—the actual famine in the homes of the people. They have refused to form at the entrance of every bakery to [illegible] bread. The [illegible] consumption too small for a single meal; [illegible] who were [illegible] were required to bring their own bread; when the soldier's three days' rations would scarcely make a single meal sufficient for a day. This was the end and the horror of a famine of two millions of beleaguered people. Until that end came it was far too great for the bravest man to meet. The last sortie they made through Montretout was a failure, and they sat desperately fought. The successes of the French at first, and the heavy losses on both sides, showed that the fighting was terrible. When the forts of Issy, Vanves and Montrouge fell, the Germans had [illegible] Clamart, and it is plain that Bullmore will yet take the position. Then will come the bombardment, which will [illegible] to occupy as a refuge of sugar. The position will be won, too, through the same breaks [illegible] the Germans [illegible] the [illegible] and the crude products. In connection with oil refiners, candle and dye works [illegible] and a variety of [illegible] will be so

The Daily Commercial.

SATURDAY, FEBRUARY 18, 1871.

At the hour we write nothing has come to hand relative to the fate of the *Tennessee*. Meanwhile, in many quarters doubt is settling into the gloomy conviction that it may be too true that the vessel is lost. All that has been written in support of the theory that she is *safe* has not assured the public mind, which has all the while been settling into graver doubts and into deeper gloom. It is known that experienced seamen before she sailed shook their heads, and at least one man, who knew her sailing qualities, deemed it wise to have himself detached from the vessel. Let us hope that she is safe. If she has gone down, there are those who will not be wholly disappointed.

Mr. SUMNER is said to be slightly on his high horse concerning the High Commission and the proposition for a settlement of the differences and claims between the two countries. It is said that when Secretary FISH called on the Chairman of the Committee on Foreign Relations for his advice in the premises, he failed to respond, and did not condescend to gratify the Secretary even when the invitation was repeated. But he sent in writing what he thought the Government should insist on as a basis of settlement. The authority for this statement says:

> He insisted that Great Britain should apologize for her conduct in recognizing the belligerency of the South and the aid which she had extended to the Confederacy; that the Alabama claims should be paid; that the claims for depredations committed by other cruisers, such as the Shenandoah, should be put on the same footing and treated in the same manner as those of the Alabama; and, finally, that Great Britain should agree to retire wholly from this continent.

HORACE GREELEY has a new lecture. The subject thereof is "wit." It is said to contain some very severe things against the so-called funny writers of the "MARK TWAIN" school. He declared that he could find no wit either in this writer, JOSH BILLINGS or PETROLEUM V. NASBY. We think it exceedingly probable. HORACE is not exactly the man to be successful in such a search. The soul feels and knows what it carries with it the capacity of feeling and knowing.

> "We conceive but what we give,
> We paint the lily and refine the Native Rose"

We are disposed to believe that each of the above named writers has been overestimated—two of them are ludicrous only in *spells*, and often very atrocious spells at that—but all of them have at times fairly bubbled over with such irresistible comicality that even laughter itself should be fain to hold its sides. The philosopher of the *Tribune* is a great and good man, but he is not a competent judge in this matter. If we except his chapters on "What I know about Farming," he was never guilty of a joke in his life. As for wit, with its radiances and brilliances and unexpectednesses and phosphorescent gleams, he knows as much about it as did SHAKESPEARE'S Ariel about comic sections.

THE Committee of Conference on the Alleghany Ice Bill consists of Senators GRAHAM, ANDERSON and DUNCAN, and Messrs. ROSS, WHITE, and McGOWAN of Philadelphia, on the part of the House. This effectually ties up the matter, and demonstrates how not to do it as perfectly as anything could, since committees of this kind do not vote as one body but separately. The Senators will adhere to the amendment of that body, and Messrs. ROSS and McGOWAN to the House amendments. Mr. WHITE, though agreeing to the action, would be powerless. We said at the outset that the great concern of a majority of the Alleghany delegation, though covered all over with the most solemn pledges, was how to get out of them without incurring the direct responsibility. The public will see how they have managed it. It is to be noted, however, that, had Messrs. ROSS, HUMPHREYS and TAYLOR voted the other way Reform would have been obtained. While awarding Mr. WHITE all credit for a faithful effort to redeem his pledges, we beg leave to ask what are his views now on the the subject of obtaining reform inside the party?

"But the greatest of these is Charity." President GRANT has done honor to himself and to the country in directing the immediate dispatch of United States vessels to carry the contributions of the American people to suffering France. Nor have our citizens any the less honored themselves. The extent of their gifts, and the promptitude with which they have been made, are worthy of the highest praise. It is pleasant and hopeful, the alacrity and heartiness with which our people have responded to the mute eloquence of their starving brethren across the sea. Pleasant, because it has the flavor and odor of noble comprehensive brotherhood; and hopeful, in that it shows us to be still capable of the old lofty inspiration and sacrifice which, in our own black years of stress, lifted us above the domination of partisanship and *self*. It is a good deed, and in more senses than one good will come of it. "The bravest are the tenderest;" and it is especially fitting that we—who lately showed the world of what marrowy and sinewy manhood we were composed—should fulfil now the measure of our stature by exhibiting, in practical form, the womanly pity and tenderness without which no man nor nation is complete. Heaven speed on their mission of humanity the good ships *Worcester* and *Supply*.

PENNSYLVANIA'S "CONQUEST IN VIRGINIA."

In Wednesday's COMMERCIAL we give a *resume* of the proceedings of the Virginia Legislature over the pending bill granting to the Pennsylvania Central a charter for the construction of a railroad from Fredericksburg to Alexandria. Our Richmond exchanges inform us that the charter has since been granted. We allude to the passage of the bill, not because it is the triumph of a Pennsylvania corporation, (although the occasion might perhaps excuse the indulgence of a little local pride) but for the reason that it is another victory of modern ideas and modern civilization over the world's ancient enemies of prejudice and sloth. The measure was beset with opposition on all sides. Virginia has still a large number of sons who are so "conservative," and so opposed to change, that they will not even look at the new moon, out of the respect they bear to the old one. These were all clamorous against it, and had the satisfaction of rendering themselves hoarse in vociferous arraignment of the "invaders of our soil and the traitors to our cause." Those great monopolies, the Richmond, Fredericksburg and Potomac Railroad, the Seaboard and Roanoke Railroad, and the Old Dominion Steamship Company, were combined against it. The most persistent and audacious lobbying ever known in the history of the State was, it is said, exerted to bring about its defeat; but, after all, it passed by the handsome majority of 69 to 35,—the good people of Richmond will soon have an all-rail line to Washington—and Virginia shakes friendly hands with Progress.

Incalculable as are the commercial and material advantages which will accrue to to Virginia as the result of this action, the mere fact that she has at last evinced a determination to place herself abreast of the modern march will benefit her yet more. Hitherto she has seen fit to shut herself up in the shell of her localism, sucking the paws of her fancied self-importance. Now she comes forth and broadens into generous growth. This has a wider significance than that of mere physical advance. It touches all her future. With railroads comes commerce, and with it newer industries, activities and outlets, schools, colleges, churches, civilization, culture, philosophy, science, —whatever ennobles and beautifies life—and commerce constitutes the wings with which they fly.

The Richmond *Enquirer*, which reported the debates and the passage of the bill, uses in the head lines under which it announces the victory, the phrase "Virginia and Pennsylvania United." It is a significant phrase. What Virginia needs—what all the Southern people need—is to "unite" themselves to the throbbing energy and splendid forecast of the North. The old order of things is doomed, never to be resuscitated. We do not mean slavery, but we mean the languor and dreaminess and proneness to abstraction which were the accompaniments of slavery. The energies of the South have been pulsed and paralyzed as from a drug. Even yet she stands like one not fully recovered from a trance. Let all her States ally themselves with the power which the North proffers. Among the marvels of modern medical science is the infusion of lusty blood into decrepit veins. Young men thus save old men's lives. This is what the Southern States need. Had Virginia accepted the proposition of AMOS LAWRENCE, when, many years ago, he stood upon the banks of the James river at Richmond, observing its manufacturing advantages, its delightful climate, its water-power enough to turn the spindles of the world—and offered to build mills and factories if her people would permit him to do so without hampering him with all sorts of petty and dishonorable restrictions—Richmond would to-day have been a city whose manufactures might vie with those of Lowell or Philadelphia. But they refused; and so the spindles hum by the frozen Merrimac, while silence settles over the flowing James.

But Virginia has learned her lesson. And so she leads, let her sister States follow. The great North waits to help them all. We have capital, skill, energy and the hundred hands of Briareus. Only let the South extend to these elements the welcome, warmth and protection which they deserve, and she may rehabilitate all her waste places, and make her future blossom as a rose.

SHERIFF'S AND CORONER'S FEES.

A correspondent inquires in our paper of Wednesday why it is that while it is so carefully provided in the new Fee Bill that it shall not affect the mileage of the Sheriff or Coroner, no notice is taken of the recent, uncalled for and inordinate increase in the Sheriff's compensation for serving notices on Jurors, and the expenses of a Coroner's Inquest.

We are reminded of the latter of these, and encouraged to repeat the question so pertinently put, by an occurrence in no wise uncommon, which is noted in the papers of Wednesday.

An unfortunate traveler, in the last stages of consumption, puts up at the St. Clair Hotel in a dying state. A Physician is called in, who finds him dead, and pronounces the case to have been one of dysentery. The Coroner is then notified, who forthwith summons an Inquest. A *post mortem* examination is had, and the same Physician discovers that the disease was consumption of the lungs, and the Jury find accordingly.

Now, why should the county be thus subjected to the unnecessary expense of a Coroner's inquest, where there is *no* question but that the cause of death was a purely natural one, and how much was the expense incurred? The bill put through the Legislature a year or two ago allows the doctor, if we mistake not, no less than the extravagant fee of twenty dollars for an autopsy before decomposition has *set in*, and forty dollars afterward, the doctor himself being the witness, of course, upon the question of incipient decomposition. Add to this some *ten or fifteen* dollars, perhaps, for the Coroner's and juror's fees, and we have the saving little sum of possibly fifty or sixty dollars in a single case, to be made up by the tax payers, which, multiplied as it is by the accidents of the year, is something that would seem to deserve the very serious consideration of every man who is sincerely in favor of reform.

Again, in the case of the Sheriff, by another recent law unasked for by and unknown to the people, the fee for *serving* the usual notice upon the jurors of whom there are thousands annually drawn, was raised, if we mistake not, from twenty-five cents to a dollar in each case—enlarging greatly our expenses as shown in the last annual statement of their accounts, and yet no word of reformation here.

Why is this? For the same reason, of course, that the existing officers are saved in the pending bill. There will be no reform, we fear, until the Ring is displaced, however flattering the promises coming from those by force of terror. We should not be surprised if the whole thing ended only in an *increase* of the salaries of the Commissioners, even without their asking for it.

THE ENGLISH ARMY REFORM.

LORD CLARENDON'S bill on the reorganization of the British Army, mentioned in yesterday's cable dispatches, is in some respects the most important measure of modern British legislation. It is a real advance in the direction of popular progress. It invades the private domains of those solemn exclusives, the Barnacles, without so much as asking "by your leave;" and it airs and ventilates so many mysteries of the Circumlocution Office that the whole land will have done the heart of DICKENS good to witness. Is is like letting a draught of breezy country air into a passage dank with the damps and choked with the rubbish of ages. And while the reforms which it institutes are in themselves of the first importance, they possess additional significance from the fact that they form a constituent part of the great liberal movement which is agitating all the several strata of English society.

The abolition of the "purchase system," and the substitution therefor of an honest system of promotion by *seniority* and selection based on meritorious service, is a great step gained. The system previously in vogue enabled any young fledgling with a full purse to buy his way over the heads of veterans who had grown gray in the service of their country. Talent was nothing, skill was nothing, brilliancy of record nothing, unless backed by the potency of money. We do not of course mean to infer that *every* rich man in the army was incompetent or an ignoramus, nor every poor man a paragon of ability and excellence. The fault was in the method, not in the men; although many a gallant officer went down to his grave prematurely from the fret and friction which came of seeing how the wealthy stripling carried away the prizes and honors which himself toiled through years to deserve. This injustice now to be remedied.

We could have wished that that feature of the bill which proposed to limit the incumbency of the Commander-in-Chief to a term of five years, had been retained. This appointment, conferred by the Sovereign, and held during royal pleasure, is far more often made from motives of private friendship, or the claims of family and title, than upon grounds of fitness, capacity, and identification with the interests of the troops. The present incumbent, His Royal Highness the Duke of CAMBRIDGE, is a cousin of Queen VICTORIA, and it appears that the party friendly to the royal family were successful in lobbying this feature of the measure aside.

Another change which the bill makes is the consolidation of the dual administration of the army into one bureau. Heretofore the British army has had two distinct and separate headships—the Horse Guards and the War Office. It was one, yet twain, an unwieldy pair of Siamese twins; inapparently connected, yet often inseparably at odds. They are now to be combined and unitized, like LAMB'S "two single gentlemen rolled into one." The bill has other concedable features, among them the provision that examination must precede commission. Those to which we have referred will, however, serve to indicate the radical revolution which is in progress. These changes are doubtless in some degree attributable to the lessons taught by the Franco-Prussian war, and the exigencies arising out of England's international relationships; but they are also measurably the result of that impalpable, subtle, irresistible, onward movement and impulsion which, for lack of a better name men have agreed to call "the spirit of the age." And therefore we welcome them.

A CORRESPONDENT of the New York *Tribune* asserts that large quantities of axles, sold to many of our railroads, are made of scrap and other worthless iron. He says that because the railroad managers will pay far no better. That paper says the letter "was from so responsible and well-informed a source as to warrant the uneasiness it is likely to create." Inquiry into the details of this matter will properly come within the scope of the committee of the New York Legislature into the New Hamburg disaster. There is not much reason to expect, though, that the investigation will be made searching enough to be of any value.

STAKEHOLDERS of the Erie Railroad Company representing over $2,000,000 have appealed to the New York Legislature to repeal the directors' election act, so-called, which keeps JAY GOULD, FISK, JR., and TWEED in power. But the Railroad Committee at Albany could not give such a small matter a hearing, because it was considering the momentous question of the Lake Champlain Ferry. Evidently Erie is in the ascendent. It is remarked that the petitioners represented more shares than the committee had named, before the present gang got hold of it.

THE price of quicksilver on our Pacific coast is steadily declining. For 1868 it was 46,720 flasks, for 1869 it was 30,000 flasks, and 29,546 in 1870. The exports have declined also from 46,000 in 1868 to 31,500 in 1870. The home consumption has increased, being 14,000 per cent. greater in 1870 than in 1863. But the price as steadily increases, and is now 80 cents, although it was 48 cents in 1863. If accounts from California are correct the reason for this low cost in diminished capacity for production, but in the fact that the mines have fallen into the control of a monopoly.

In the article in yesterday's paper, upon law schools, it was stated that the course of study in the University Law School of Philadelphia was one or two years, instead of *three*, as it stood in the manuscript.

TUMBLING THUNDER.

The Views of One of Many Thousands on the Tricks of the Leaders.

To the Editor of the Commercial:

SIR: As has been frequently predicted, the County Executive Committee have ignored the vote of the people on the "Crawford County System," and gone back on their own proposition in submitting the question to the popular vote of the county. According to the plan proposed by the County Executive Committee the votes from the various districts were to be reported to the county convention, and if a majority of the votes cast was in favor of the system, it was to be so declared by the convention, and put in operation at the first primary elections. But being themselves opposed to the system, and because a large majority of the votes cast was in favor of its adoption, they were determined to thwart the wishes of the people in the matter; and instead of openly counting the votes reported, and declaring the system adopted, the only action they took on the question was to refer it to the next County Executive Committee, and requesting the non-reporting districts to make further report to them, thus giving time and opportunity for manufacturing returns to suit their purpose. But with all they have not yet received votes enough to defeat the measure, and they attempt to evade the question by *counting by districts*. It was not understood that the question was to be decided by districts, but by *the aggregate vote of the people of the county*. It is understood that the chairman (J mean H. M. Long) of the sub-committee wishes to get the nomination for County Controller, and he knows he cannot accomplish that object by a vote of the people. The only way he can get the nomination is by the corrupt influence of the ring that controls our conventions. Hence his determination to ignore the vote of the people. It is all folly to call conventions, and waste time and money to no purpose, and to still have a fraud perpetrated by the conventions themselves. The only safeguard is that which imposes the lightest burden upon the people, and the least on the property and business of the people, and *provides for a fair vote and count*.

They neglect to mention that at the same time the House laid the following amendment on the table by a vote of 84 to 79—71 of the 79 being Democrats:

> "And the system of voting by general ticket and opposite; *save in* their operation for the "special assessor districts" in the city of Pittsburgh, and for no other; *do tax the substance* and the property of the citizen for a purpose other than "the maintenance of free schools," as established by the constitution, and the promotion of the general welfare, and *should be* so rejected as large a portion of the people are not consistent with these ends; thereby lightening the burdens of and removing the restrictions from the property and business of the people, thus promoting the prosperity of all.

They also refrain from noticing that a substitute, as follows, for the first clause of the original resolve, was also laid on the table:

> "That all systems of taxation for *production*, and all others injudicious and incongruous with the true principle, and contrary to the spirit of our free institutions."

Evidently the Republicans of Illinois have no intention of indorsing unadulterated Free-Trade or even very radical Revenue Reform, as it is interpreted by the importers of New York.

ASTONISH it is rather late in the day for it, we are pleased to find H. G. Eastman, of Poughkeepsie, writing to the papers to contradict all and singular the reports of fast time made and the marvelous feats of engineers and other people at New Hamburg. Because the physicians of Poughkeepsie were at the week before daylight on Tuesday; that all the loose gravel on the track was not shoveled off; that everybody persevered, and memoranda made of everything that could lead to identification; that telegrams were immediately sent to relatives, and later in the day parties in New York, known to be connected or acquainted with the victims, were communicated with personally. He also declares that there was not a shadow of foundation for the report that Mr. Tomney or his assistants were lacking either in efficiency or humanity; and it is a malicious statement that the bodies were brutally treated, that they were thrown over to the local police and undertakers, or that a manuscript sermon was read amid the wailing or sobbing of a crowd. He admits that there were attempts at theft by "vagrant-looking" parties, but says such attempts were immediately and effectually checked. Admitting the truth of Mr. Eastman's statements, what shall be said of the "Bohemian-ism" that first gave publicity to the slanderous gossip that has made them necessary.

THE Hudson River Railroad appears to be "going to the dogs." Two other accidents, both of a serious character, and the wonder is that they were not more serious—have happened since the New Hamburg slaughter. The first was undeniably the result of carelessness which can be viewed in no other light than criminal. The Mail train was twice compelled to wait an hour for a freight train to get out of the way, and it waited on a draw-bridge. Another train going the same way on the same track was delayed by the same causes, and the position on the draw-bridge was taken up. Nevertheless, no signals were displayed, and the consequence was the following train plunged into the standing train. Luckily, however, the engineer saw the danger, and put his engine and brakes to check his train, which was going at the rate of thirty-five miles an hour. As it was, his engine drove half way into the rear car, filled with passengers, but no one was hurt, seriously injured. The second was a passenger train jumping the track down an embankment, where it was burnt. Although many persons were exposed to death and injury, no one was seriously hurt. Mr. Vanderbilt's attempts to run his road on the waloged stock is not likely to prove successful.

THE House Committee on Commerce has prepared the annual River and Harbor Appropriation bill, to be reported to the House. As prepared it appropriates $4,194,500. Provisions are made for the improvement of 87 harbors, 44 of which are on the great lakes, two on the Gulf and 36 on the rivers of the Atlantic Coast. Thirty-three rivers are also to be improved, and provisions are made for the survey of a long list of other harbors and rivers, with a view of bringing them into future Appropriation bills. The Appropriations for the Mississippi River and many of the items and omit others before reporting to the House.

Is it too much to hope that in acting upon this important bill, Congress will act with a prudent economy, which will not waste more than it saves? If the engineers and officers who have charge of the improvements under this bill, it will find them testifying that it is cheaper and better to improve only ten harbors in a year, and to appropriate enough to do the work rapidly and substantially, than to expend the same appropriation in only beginning work upon sixty harbors. Localities may complain and some individual interests may suffer for a time, but their time for being benefited at the public expense will surely come, and they can afford to wait if they know that the work will be done, once it is begun.

THE Philadelphia *North American*, in an article upon the "Advance of the Change" truthfully asserts that "Along the western waters the demand for iron rails is fast becoming general, and the change in their favor is so strong that the movement acquires additional headway with each advancing day." Unfortunately it is in error when it refers to what this city is doing in the matter. When it says that "at Pittsburgh a movement has been started for a similar purpose, and the prospect now is that iron boat-building will soon be organized there on a large scale," it does not know what is going on around it. No such movement has been heard of here, notwithstanding the truth of the *American's* further remark that "the cheapness and abundance of iron at that point would give it the advantage wherever the boat-building interests move with adequate energy and spirit."

THE "Man of Sin" has been found at last. A writer in the *Tribune* describes him as follows: "An Eastern manufacturer received a letter last week from a better-paste maker, in which the proposition was made to make for him a paste with 'it' iron, the poorest grade made, like the sample I send you, and *mark it with any brand* that he desired, so that he could make a boiler that would successfully compete with the best boilers in price. Think of using a rotten stick of timber for a bridge, for instance, over which thousands of people pass, paint it over to cover defects, and brand it A 1—perfectly good." This scrap from boiler and bridge manufacturer's manager who buys axles made from inferior iron are near relations. If the gallows is to be used at all, men of this class are most proper candidates on whom to try its capacity for giving bad men their deserts.

NOTHING more clearly indicates the waning of Brigham Young's power than that he has been compelled to submit to "deadpossum" the odious name of "tithings," for the exactions from every Mormon of one-tenth of all his earnings. This has been a most grievous burden, and there are hundreds of cases where men have been "cut off" from the church rather than they would not pay their tithing when they actually had not enough to give their families the commonest necessaries of life. The increase of Gentiles will soon relieve the terror of "tithings," and the Mormons will then tend to diminish the readiness of the Mormons to comply with the demands of their ruler. Sufficient deference to outside opinion to veil an oppression does not exist to shield the lieutenant of the rest of the oppression itself.

ST. LOUIS complains that the trade expectations with reference to the Pacific Railroad to Denver have not been realized, and it is intimated that Chicago has, in some manner, stolen the trade of the mountains, regions, as usual. The *Republican* reminds the St. Louis merchants that the "modesty and want of public spirit, in this as well as in other matters.

THE *Press* acknowledges that it made a mistake in saying that all the bonds of the American Steamship Company have been subscribed for, and says $400,000 remain unsaken. But the subscription of that amount will certainly soon be made in a city of Philadelphia's enterprise and means.

THE Alaska *Times*, published at Sitka, is "free to boomerang." That and Russian possessions are of some account. Having shown that the seal fisheries yield the Government $317,500 per year, it says: "The finest white and yellow cedar in the world is there, and if all the saw mills on Puget Sound, or all the mills in the entire country were erected along the hundreds of miles of thickly timbered country on the islands in Alaska, from Point Tongass to Mount St. Elias, and a hundred hence, if you were to look forth like a Hiram Van Winkle, you would see nothing but the timber sawed. We will throw the mineral out of the question, such as coal, gold, and the like, although there are coal fields, and gold in paying quantities in the mountains of the islands, which in length range of mountains of solid iron, which in length were forty miles. Coal is found on any number of islands, but not having any of them opened rightly, we will say nothing in their favor."

THE St. Louis *Republican* of Wednesday, says: Wm. H. Brown, Esq., of Pittsburgh, has a contract to furnish the various iron works at Carondelet with 1,500,000 bushels of coke, and will begin immediately to ship that article from Pittsburgh. He also has the contract for furnishing the St. Louis Gaslight Company with 500,000 bushels of coal. One or more of his boatmen will immediately engage in towing the fleets of barges freighted with these material articles, aroound from Pittsburgh.

GENERAL AND PARTICULAR.

A very important, if it be not a sensational, report comes from Rome, to the effect that a great Catholic league has been formed and perfected in Belgium, with branches in Spain, Austria and some of the French provinces, having for its purpose an armed demonstration against Italy in favor of maintaining the integrity of the Papal temporalities and position. The place of rendezvous of the force is said to be one of the Mediterranean islands. The Italian government is aware of the force and purpose of the movement.

There is talk of providing another manufacturing town on the Merrimac, by damming the river at Hunt's Falls, between Bradford and Methuen. This dam would reduce the river to nearly the condition of a huge canal, adapted to steam navigation. And because a large majority of the votes cast was in favor of its adoption, they were determined to thwart the wishes of the people in the matter; and instead of openly counting the votes reported, and declaring the system adopted, the only action they took on the question was to refer it to the next County Executive Committee, and requesting the non-reporting districts to make further report to them, thus giving time and opportunity for manufacturing returns to suit their purpose. But with all they have not yet received votes enough to defeat the measure, and they attempt to evade the question by *counting by districts*. It was not understood that the question was to be decided by districts, but by *the aggregate vote of the people of the county*. It is understood that the chairman (J mean H. M. Long) of the sub-committee wishes to get the nomination for County Controller, and he knows he cannot accomplish that object by a vote of the people. The only way he can get the nomination is by the corrupt influence of the ring that controls our conventions. Hence his determination to ignore the vote of the people. It is all folly to call conventions, and waste time and money to no purpose, and to still have a fraud perpetrated by the conventions themselves. The only safeguard is that which imposes the lightest burden upon the people, and the least on the property and business of the people, and *provides for a fair vote and count*.

The gentleman having charge of this matter had better take warning in time. The people are not in a temper to be trifled with any longer. I was not one of those who voted with the reformers at the last election; but if this measure is defeated by the machinations of the "ins-committee," or *any committee* I will make one of a host that *will* be reformers—and *will stick*. EX-COMMITTEE MAN.

CERTAIN Free Traders have been gleefully asserting that Illinois is on their side, because the House of Representatives has adopted the following resolution from the last State Republican platform:

> "It is wrongful and oppressive to enact *revenue* laws for the purpose of fostering the people and interests of the *expense of another*, and that the best system of taxation is that by industry is that which imposes the lightest burden upon the people, and the least burden on the property and business of the people, and *promotes equality and justice*."

They neglect to mention that at the same time the House laid the following amendment on the table by a vote of 84 to 79—71 of the 79 being Democrats:

> "And the system of voting by general ticket and opposite; *save in* their operation for the "special assessor districts" in the city of Pittsburgh, and for no other; *do tax the substance* and the property of the citizen for a purpose other than "the maintenance of free schools," as established by the constitution, and the promotion of the general welfare, and *should be* so rejected as large a portion of the people are not consistent with these ends; thereby lightening the burdens of and removing the restrictions from the property and business of the people, thus promoting the prosperity of all.

They also refrain from noticing that a substitute, as follows, for the first clause of the original resolve, was also laid on the table:

> "That all systems of taxation for *production*, and all others injudicious and incongruous with the true principle, and contrary to the spirit of our free institutions."

Evidently the Republicans of Illinois have no intention of indorsing unadulterated Free-Trade or even very radical Revenue Reform, as it is interpreted by the importers of New York.

ASTONISH it is rather late in the day for it, we are pleased to find H. G. Eastman, of Poughkeepsie, writing to the papers to contradict all and singular the reports of fast time made and the marvelous feats of engineers and other people at New Hamburg. Because the physicians of Poughkeepsie were at the week before daylight on Tuesday; that all the loose gravel on the track was not shoveled off; that everybody persevered, and memoranda made of everything that could lead to identification; that telegrams were immediately sent to relatives, and later in the day parties in New York, known to be connected or acquainted with the victims, were communicated with personally. He also declares that there was not a shadow of foundation for the report that Mr. Tomney or his assistants were lacking either in efficiency or humanity; and it is a malicious statement that the bodies were brutally treated, that they were thrown over to the local police and undertakers, or that a manuscript sermon was read amid the wailing or sobbing of a crowd. He admits that there were attempts at theft by "vagrant-looking" parties, but says such attempts were immediately and effectually checked. Admitting the truth of Mr. Eastman's statements, what shall be said of the "Bohemian-ism" that first gave publicity to the slanderous gossip that has made them necessary.

THE Hudson River Railroad appears to be "going to the dogs." Two other accidents, both of a serious character, and the wonder is that they were not more serious—have happened since the New Hamburg slaughter. The first was undeniably the result of carelessness which can be viewed in no other light than criminal. The Mail train was twice compelled to wait an hour for a freight train to get out of the way, and it waited on a draw-bridge. Another train going the same way on the same track was delayed by the same causes, and the position on the draw-bridge was taken up. Nevertheless, no signals were displayed, and the consequence was the following train plunged into the standing train. Luckily, however, the engineer saw the danger, and put his engine and brakes to check his train, which was going at the rate of thirty-five miles an hour. As it was, his engine drove half way into the rear car, filled with passengers, but no one was hurt, seriously injured. The second was a passenger train jumping the track down an embankment, where it was burnt. Although many persons were exposed to death and injury, no one was seriously hurt. Mr. Vanderbilt's attempts to run his road on the waloged stock is not likely to prove successful.

THE House Committee on Commerce has prepared the annual River and Harbor Appropriation bill, to be reported to the House. As prepared it appropriates $4,194,500. Provisions are made for the improvement of 87 harbors, 44 of which are on the great lakes, two on the Gulf and 36 on the rivers of the Atlantic Coast. Thirty-three rivers are also to be improved, and provisions are made for the survey of a long list of other harbors and rivers, with a view of bringing them into future Appropriation bills. The Appropriations for the Mississippi River and many of the items and omit others before reporting to the House.

Is it too much to hope that in acting upon this important bill, Congress will act with a prudent economy, which will not waste more than it saves? If the engineers and officers who have charge of the improvements under this bill, it will find them testifying that it is cheaper and better to improve only ten harbors in a year, and to appropriate enough to do the work rapidly and substantially, than to expend the same appropriation in only beginning work upon sixty harbors. Localities may complain and some individual interests may suffer for a time, but their time for being benefited at the public expense will surely come, and they can afford to wait if they know that the work will be done, once it is begun.

THE Philadelphia *North American*, in an article upon the "Advance of the Change" truthfully asserts that "Along the western waters the demand for iron rails is fast becoming general, and the change in their favor is so strong that the movement acquires additional headway with each advancing day." Unfortunately it is in error when it refers to what this city is doing in the matter. When it says that "at Pittsburgh a movement has been started for a similar purpose, and the prospect now is that iron boat-building will soon be organized there on a large scale," it does not know what is going on around it. No such movement has been heard of here, notwithstanding the truth of the *American's* further remark that "the cheapness and abundance of iron at that point would give it the advantage wherever the boat-building interests move with adequate energy and spirit."

THE "Man of Sin" has been found at last. A writer in the *Tribune* describes him as follows: "An Eastern manufacturer received a letter last week from a better-paste maker, in which the proposition was made to make for him a paste with 'it' iron, the poorest grade made, like the sample I send you, and *mark it with any brand* that he desired, so that he could make a boiler that would successfully compete with the best boilers in price. Think of using a rotten stick of timber for a bridge, for instance, over which thousands of people pass, paint it over to cover defects, and brand it A 1—perfectly good." This scrap from boiler and bridge manufacturer's manager who buys axles made from inferior iron are near relations. If the gallows is to be used at all, men of this class are most proper candidates on whom to try its capacity for giving bad men their deserts.

NOTHING more clearly indicates the waning of Brigham Young's power than that he has been compelled to submit to "deadpossum" the odious name of "tithings," for the exactions from every Mormon of one-tenth of all his earnings. This has been a most grievous burden, and there are hundreds of cases where men have been "cut off" from the church rather than they would not pay their tithing when they actually had not enough to give their families the commonest necessaries of life. The increase of Gentiles will soon relieve the terror of "tithings," and the Mormons will then tend to diminish the readiness of the Mormons to comply with the demands of their ruler. Sufficient deference to outside opinion to veil an oppression does not exist to shield the lieutenant of the rest of the oppression itself.

ST. LOUIS complains that the trade expectations with reference to the Pacific Railroad to Denver have not been realized, and it is intimated that Chicago has, in some manner, stolen the trade of the mountains, regions, as usual. The *Republican* reminds the St. Louis merchants that the "modesty and want of public spirit, in this as well as in other matters.

THE *Press* acknowledges that it made a mistake in saying that all the bonds of the American Steamship Company have been subscribed for, and says $400,000 remain unsaken. But the subscription of that amount will certainly soon be made in a city of Philadelphia's enterprise and means.

THE Alaska *Times*, published at Sitka, is "free to boomerang." That and Russian possessions are of some account. Having shown that the seal fisheries yield the Government $317,500 per year, it says: "The finest white and yellow cedar in the world is there, and if all the saw mills on Puget Sound, or all the mills in the entire country were erected along the hundreds of miles of thickly timbered country on the islands in Alaska, from Point Tongass to Mount St. Elias, and a hundred hence, if you were to look forth like a Hiram Van Winkle, you would see nothing but the timber sawed. We will throw the mineral out of the question, such as coal, gold, and the like, although there are coal fields, and gold in paying quantities in the mountains of the islands, which in length range of mountains of solid iron, which in length were forty miles. Coal is found on any number of islands, but not having any of them opened rightly, we will say nothing in their favor."

THE St. Louis *Republican* of Wednesday, says: Wm. H. Brown, Esq., of Pittsburgh, has a contract to furnish the various iron works at Carondelet with 1,500,000 bushels of coke, and will begin immediately to ship that article from Pittsburgh. He also has the contract for furnishing the St. Louis Gaslight Company with 500,000 bushels of coal. One or more of his boatmen will immediately engage in towing the fleets of barges freighted with these material articles, aroound from Pittsburgh.

SAULT STE. MARIE.

Rigors of the Northern Winter—A Heavy and Long Continued Snow Storm—Work on the Ship Canal—Rapid Traveling on Snow Shoes—Death of an "Ancient Mariner"—First Trip of the First Steamer on Our Northern Lakes.

Special Correspondence of the Pittsburgh Commercial.

SAULT STE. MARIE, February 6, 1871.

Since my last letter we have had almost one incessant snow storm, and I judge there is at least five feet of snow on the level. The whole country is perfectly filled with snow, which has drifted at some places to the extent of ten feet, and it is almost impossible to do anything, and very difficult for people to move about.

On the 29th ult. the wind, which had been blowing from the east, shifted to the north and the northwest, and the thermometer sunk to 15° below zero and kept going down daily until the night of the 24th, when it was 29° below, and then moderated again and commenced snowing, which continued almost daily until the 2d and 3d inst., when it seemed as if old borealis had gone mad and determined to do his worst, winding up with two days of the most furious snow storm I ever witnessed. You folks below have no conception of what a real snow storm is. Your best specimens would be but a gentle breeze compared with such as we have witnessed here during the past week.

The ship canal is seriously interfered with by the storm, and attaches the contractors have difficulties to encounter. The prosecution of the work of which they had not a faint idea. The cuts are a complete success, and although a few days, and it flourishes pumps to work. They were let out to the citizens, and will have to pay the penalty of offended laws.

The Good Templars now have a lecturer making a tour of the county, and he was greeted here last night with a good audience in the Court House. Gee. W. Rheam, Esq., presiding. The address was well received by a full house, and it is to be hoped it will stir our people up to duty in the premises. The members of the Temple appeared in regalia, and the entertainment for the next three months, which I assure you was anything but pleasant heretofore, is encouraging. We therefore started to Marquette, who telegraphed to the proper authorities for a steamer to proceed with the work on the sides and bottom; that is, widening and deepening, which was granted, and all will progress as soon as the weather permits.

The messenger was ten days walking the trip on snow shoes. His average walking was about forty-five miles a day. Considering that he had to build his own hotel every night and prepare his own meals this was fast work.

On the 17th ultimo we buried Mr. —— Sanborn, who was one of those extraordinary links between the days of flatboats and steamboats, and between Conestoga teams and railroads. He was ninety-three years of age, had commenced life as a boatman on the Mohawk, and afterwards became a ship carpenter, and worked in the Walk-in-the-Water, the first steamer that ever plowed the waves of our northern lakes, and was in the employ of the company on her trial trip. She left Buffalo on her trial trip at half-past one o'clock p. m., and at this place, 326 miles, she arrived in sailing to detroit was forty-four hours and ten minutes. The Indians knew that a steamer was coming, drawn by a *sturgeon*, and had gathered in large numbers along the banks of the Detroit river to see it. When it hove in sight the Walk-in-the-Water running against the current without oars or sails, their natural stolidity gave way to signs of astonishment and enthusiasm. What a change since the days of the trial trip of that steamer!

The thermometer stood yesterday morning at twenty-eight degrees below zero; this morning three below. Altogether the last month has been a very severe one.

A. P. H.

STATE NEWS.

Of the $1,500,000 bonds of the American Steamship Company, $1,100,000 have been taken, $500,000 by the banks of Philadelphia.

There are fifteen building associations in Germantown.

A society was recently formed among a number of the most prominent colored men or the State at Philadelphia, under the title of the Emigration Aid Society, for the purpose of founding a settlement in the interior of Pennsylvania, somewhere in Wm. Penn's Altoona. Joseph C. Bustill, of Philadelphia, is general Secretary, and Prof. O. L. C. Hughes, of Harrisburg, holds the position of general agent.

A Harrisburg gentleman has a German Bible printed in 1647.

Weston, the great American failure, is to attempt to walk fifty-five miles in five hours in Johnstown on the 26th inst.

An old man living near Cresson was victimized by the New York sawdust men to the time of about seventy-five dollars, a few days since. He sold 150 bushels of fifty-four bushels of wheat for a quarter of a peck of sawdust.

Mr. A. H. Stauffer, of Lancaster township, Butler county, has a four year old steer, in breed a cross between Durham and Devonshire, which weighed in November last 2,200 pounds. Its weight at present noted now to be 2,600 pounds. Mr. Stauffer was offered $500 for the animal last fall. It is perfectly healthy, and is to weigh 3,000 lbs. in March.

The Uniontown *Genius of Liberty* says: The old Wharton furnace is to be started up again. George W. Paull has leased it, and is going to manufacture coal blast charcoal iron exclusively for car wheels. This is only one of the old long idle furnaces along and near the route of the Uniontown and West Virginia Railroad that will be started up again. W. Paull has already employed a number of wood choppers for the purpose of cutting wood to make charcoal, and is in need of more. He expects to start up as soon in the spring as possible.

Jacob Haase, of Unionville, Berks county, has raised a lemon weighing exactly one pound.

During January the Philadelphia Postoffice distributed 1,878,127 letters and newspapers, and collected 1,408,468.

A citizen of Montrose had to pay $25 the other day for purchasing a bottle of whisky for a young man of intemperate habits.

The directors of the Academy of Fine Arts in Philadelphia have purchased a large lot of ground on Broad street, between Cherry street, for $100,000. It is the intention to erect thereon one of the most magnificent buildings in this country.

A meeting was held recently in Scranton for the purpose of concerted action against the movements of the Y. M. C. A., and other religious societies, which oppose the traffic in intoxicating liquors. This society alleges that liquor dealers must take the proper steps to defend their business against those who are constantly trying to bring it into disrepute. All the friends of whisky and beer are asked to withdraw their patronage from temperance men, upon the ground that they will not contribute to the support of their enemies.

Mr. and Mrs. James Pinkerton, of Pulaski township, Lawrence county, celebrated their golden wedding on the 8th inst.

The Good Templars of the Schuylkill district will hold their semi-annual convention at Mahanoy City on Thursday next.

The grape

Jas. T. Brady & Co.,

(Successors to S. Jones & Co.)

Corner Wood and Fourth Avenue.

BANKERS,

BUY AND SELL ALL KINDS OF

Government Securities,

GOLD, SILVER AND COUPONS,

ON MOST FAVORABLE TERMS.

INTEREST ALLOWED ON DEPOSITS.

Money Loaned on Government Bonds at Lowest Market Rates.

☞ Orders Executed for the Purchase and Sale of STOCKS, BONDS and GOLD.

JAS. T. BRADY & CO.

IRA B. M'VAY & CO.,

Cor. Fourth Ave. and Smithfield St.,

BANKERS,

DEALERS IN

Government Securities

AND

GOLD,

WE DRAW BILLS OF EXCHANGE ON

JAY COOKE, McCULLOCH & CO.,

LONDON.

IRA B. M'VAY & CO.

FINANCE AND TRADE

FRIDAY EVENING, February 17, 1871.

The movements of the local money market, so far as can be judged from the incidental reports of borrowers and lenders appears to indicate greater ease. Parties who may have occasion to try the market in the negotiation of good securities in the shape of municipal or railroad bonds, or even on prime four months paper, have little difficulty in making successful operations. The employment of money in new enterprises of a private character, and speculative ventures, has narrowed down to small limits. There is more inquiry for well established and dividend paying railroad stocks. Of late the investment demand for Cleveland and Pittsburgh, Reading and Pennsylvania Central stocks has been quite brisk. These stocks pay ten per cent. per annum, and one of them pays this dividend quarterly, which makes the stock still more desirable for small as well as large investors.

—There are indications that a feeling of insecurity in regard to a number of life insurance companies, says the Chicago *Tribune*, is gradually creeping over the public mind. More than the usual number of inquiries are made about the condition of this company and that, and the names of several companies are mentioned as being in an unusual condition. The Knickerbocker Life Insurance Company, of New York, is one most frequently mentioned, and in order to show whether there is ground for these rumors or not, we give a few of the principal figures from the report of the Superintendent of Insurance of New York, showing its condition at the close of 1869: The total liabilities of the company, as they stood in force on December 31, 1869, were $56,000,000. In accordance with the New York Commissioners' report, there should be maintained as a fund for the reinsurance of this amount of risk in any other good company, in case the Knickerbocker should be wound up, as they have been for a week, and will likely be for a week to come. There is no prospect of a reduction in the price of flour for the present, holders being very firm in their views. The receipts since our last were small. Groceries are very active at unchanged rates. Butter and provisions are quiet, firm and strong. The local markets are abundantly supplied.

Below are the wholesale prices unless otherwise noted:

APPLES—The current prices were $4 00@4 50 ₩ bbl. choice selected $5 00 ₩ bbl. Receipts 161 bbls.

ASHES—The market continues a in fair supply. Sales soda ash, common, 4¾ per cent., 3½c; refined, 55 per cent., 4½@4½c; potash, 7@7½c; pearls, 9@9½c ₩ lb.

BEANS—Small navy $2 00 ₩ bushel; others as per quality, $1 75.

BEESWAX—Market firm; sales at 29@31c ₩ lb.

BAKING POWDER—Banner 5-lb cans, ₩ doz, $1 75; 5-lb cans, $1 25; 1-lb cans, $4 75 per doz.

BUTTER—The receipts are on the increase, being 160 pkgs the past evening; prime sells at 24@26c ₩ lb, and choice at 30c.

BAR LEAD—We are reported sales at 10½c ₩ lb.

BROOMS AND BROOM CORN—The previously noted firm tone continues; we are reported regular sales and a fair trade at the following: Buffalo: Shoulder plain, 10@10½c; sugar cured, 11@12c. Sides, ribbed, 12½c; clear do, 13½c. Breakfast bacon, 13½@14c. Hams, 14c; sugar cured, 17c. Mess pork, $23@23 50 ₩ bbl. Dried beef, 19c. Lard—Chicago prime steam, 10c; Cincinnati kettle rendered, 11½@12c.

CHEESE—The demand is more active and we report sales as follows: Western Reserve at 15@15½c; Ohio Factory 14@15½c; Ohio Goshen 17c; New York Goshen 17c@17½c; Sweitzer 18c ₩ lb. Receipts 184 boxes.

CORN MEAL—Market well supplied: sales at 90 @95c ₩ bushel.

CRANBERRIES—Sackett's Belle berries $13 00 barrel; other varieties at $12 00.

CONCENTRATED LYE—Pennsylvania $6 25@6 50; Philadelphia $5 75.

CARBON OIL—Sales standard brands at 22@24c by car load. Supply ample.

CEMENT—Sales of Louisville hydraulic at $2 00@3 00 ₩ barrel. Phœnix hydraulic $2 50@2 75 ₩ barrel.

CANDLES—Supply fair; mould at 12½c; star, full weight, 20c; advertised weight, 18c; sperm 34@35c.

COAL—There is a fair supply in the market, with sales of Pittsburgh anthracite at $5@5 50 ₩ ton.

DRIED FRUIT—There is a fair inquiry for fair to good lots, and sales are reported as follows: Quarters—Apples, choice, 12@12½c; prime, 11@11½c; peeled, 22@23c. Dried apples plenty and dull at 5c for fair to good. Peaches, 18@19c for halves; cherries, 12@13c; pitted cherries 25c per ₩; unpitted do, 7@8c.

DRIED FRUIT—Continue in abundant supply, with sales of strictly fresh at 25c ₩ dozen; preserved, 18@20c.

FOREIGN FRUITS—Are in fair supply. Sales currants at 11@11½c ₩ lb; prunes 11½@12c; Valencia raisins 9½@10c; layer raisins, $2 50@2 75 ₩ box.

FEATHERS—There was a fair demand, and sales regularly made as follows: Live geese feathers No 1 to the trade 55c ₩ lb; 58c for a small way.

FLOUR—The receipts since our last foot up 645 bbls, showing a slight decline since yesterday. We have no change to note in prices, holders being firm in their views. Stocks ample and a fair local trade demand reported. We report sales at the following rates: Choice white wheat, in bbls, 7 25@7 50; sacks 25c less; good brands red wheat, $7@7 25 in bbls, sacks 25c less; choice Minnesota brands $7 25; choice Minnesota brands $7 25. Mill rates: Additional, (white wheat) in barrels $7 00; in sacks $7 00; Pan Handle, (Southern amber) in barrels $7 00, in sacks $6 90; Morning Glory, in barrels $7 00, in sacks $6 90; Palmetto in barrels $6 50; in sacks $6 75.

GRAIN—The receipts since our last were as follows: Oats 205 sacks; rye 429 sacks; barley 419 sacks; wheat 1,257 sacks; corn 430 sacks, from which it will be perceived that the receipts are still declining. The market since our last has undergone no particular change as regards prices or feeling. Buyers generally are offering lower figures. This, however, has not drawn out sellers, who are not inclined to give way. We quote rail rates in the market as follows: Red winter $1 20, 1 23@1 25 ₩ bush; white $1 40@1 45. Oats—Buyers in store firm; sales are reported from depot, in round lots, at 54@55c ₩ bush; New York reports receipts in store at 58@59c. Corn—There is a fair demand, with sales mixed shelled in bulk at 65@66c; retail sales at 70c. Rye—The supply of choice is ample, 68@ 69 is about the range of prices. Barley—Sales spring are steady at 90@95c. The general impression seems to be that prices will go no lower—being now at the bottom.

GROCERIES—Trade active, prices steady and unchanged with stocks ample for any emergency. We quote:

Raw Sugars—Choice 11¼c; prime 11¼c; good 11c; fair 9¾c. Porto Rico—Choice 11¼c; prime 11c; good 10½c.

Refined Sugars—Hards 15c; A coffee 14c; B coffee 13½c; crushed 15c; powdered 14½c; standing cut boxes, white, 12½c ₩ lb.

Syrups and Molasses—Syrups, in bbls, new 72c; silver drips 60c; extra honey 70@75c; lower grade 40 @ 50c.

New Orleans Molasses—Good 65c; prime 70c; choice 75c.

Coffee—Strictly prime 19¼c; prime 18½c; good 16½@17c; fair 15½@15¾c; roasted in papers 22c.

Teas—Imperial, by cargo, $1 00@1 05; prime, $1 10; fair $1 00; lower grades down to 75c; G. P. fancy $1 40; good $1 25; fair $1 10; Imperial fancy $1 40; good $1 25; fair $1 10; Oolong fancy $1 25; good 90c; fair 80@90c; Souchong fancy $1 20; good 90c; fair 70@ 80c; common and ordinary grades $1 00@1 10.

BUCKWHEAT FLOUR—The supply is equal to the demand, and prices unchanged; sales at $5 ₩ cwt, $6 ₩ bbl.

HOMINY CORN—Supply liberal, sales at 3@65c ₩ bu.

BEANS—Small navy $2 00 ₩ bushel; others as per quality, $1 75.

BEESWAX—Market firm; sales at 29@31c ₩ lb.

BAKING POWDER—Banner 5-lb cans, ₩ doz, $1 75; 5-lb cans, $1 25; 1-lb cans, $4 75 per doz.

BUTTER—The receipts are on the increase, being 160 pkgs the past evening; prime sells at 24@26c ₩ lb, and choice at 30c.

BAR LEAD—We are reported sales at 10½c ₩ lb.

BROOMS AND BROOM CORN—The previously noted firm tone continues; we are reported regular sales and a fair trade at the following: Buffalo: Shoulder plain, 10@10½c; sugar cured, 11@12c. Sides, ribbed, 12½c; clear do, 13½c. Breakfast bacon, 13½@14c. Hams, 14c; sugar cured, 17c. Mess pork, $23@23 50 ₩ bbl. Dried beef, 19c. Lard—Chicago prime steam, 10c; Cincinnati kettle rendered, 11½@12c.

CHEESE—The demand is more active and we report sales as follows: Western Reserve at 15@15½c; Ohio Factory 14@15½c; Ohio Goshen 17c; New York Goshen 17c@17½c; Sweitzer 18c ₩ lb. Receipts 184 boxes.

CORN MEAL—Market well supplied: sales at 90 @95c ₩ bushel.

CRANBERRIES—Sackett's Belle berries $13 00 barrel; other varieties at $12 00.

CONCENTRATED LYE—Pennsylvania $6 25@6 50; Philadelphia $5 75.

CARBON OIL—Sales standard brands at 22@24c by car load. Supply ample.

CEMENT—Sales of Louisville hydraulic at $2 00@3 00 ₩ barrel. Phœnix hydraulic $2 50@2 75 ₩ barrel.

CANDLES—Supply fair; mould at 12½c; star, full weight, 20c; advertised weight, 18c; sperm 34@35c.

COAL—There is a fair supply in the market, with sales of Pittsburgh anthracite at $5@5 50 ₩ ton.

DRIED FRUIT—There is a fair inquiry for fair to good lots, and sales are reported as follows: Quarters—Apples, choice, 12@12½c; prime, 11@11½c; peeled, 22@23c. Dried apples plenty and dull at 5c for fair to good. Peaches, 18@19c for halves; cherries, 12@13c; pitted cherries 25c per ₩; unpitted do, 7@8c.

DRIED FRUIT—Continue in abundant supply, with sales of strictly fresh at 25c ₩ dozen; preserved, 18@20c.

FOREIGN FRUITS—Are in fair supply. Sales currants at 11@11½c ₩ lb; prunes 11½@12c; Valencia raisins 9½@10c; layer raisins, $2 50@2 75 ₩ box.

FEATHERS—There was a fair demand, and sales regularly made as follows: Live geese feathers No 1 to the trade 55c ₩ lb; 58c for a small way.

FLOUR—The receipts since our last foot up 645 bbls, showing a slight decline since yesterday. We have no change to note in prices, holders being firm in their views. Stocks ample and a fair local trade demand reported. We report sales at the following rates: Choice white wheat, in bbls, 7 25@7 50; sacks 25c less; good brands red wheat, $7@7 25 in bbls, sacks 25c less; choice Minnesota brands for baker's use,

THE VERY LATEST.

WASHINGTON.

Prevention and Punishment of Ku-Klux Outrages.

Important Bill Before the Reconstruction Committee—More Claims Against South American Governments—Bill Agreed Upon Relative to the Berlin Mission—Garret Davis Ignores All Newspapers—A Colored Man Appointed Minister to Liberia—Territorial Government for the District of Columbia—The Southern Pacific Railroad—Mr. Trist's Claim, &c.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 17, 1871.

More Claims against South America.

In the settlement of awards made by the Joint Commission between the United States and Columbia and New Grenada in 1862 and 1864, and the expenses of the Commission, the United States overpaid its account in said awards to the amount of nearly two hundred thousand dollars in excess of the deposits made by the South American Governments. The Secretary of State has requested the Secretary of the Treasury to cause the real balance to be officially recorded, in order that payment may be officially demanded for the deficiency.

The Berlin Mission.

The House Foreign Committee have substantially agreed to the bill increasing the salary of the Berlin mission, and it will be reported to the House at the first opportunity. It differs from the resolution sent to the Committee by the State Department in this, that while the Mission to Berlin shall hereafter be known as the Mission to the Empire of North Germany, and the salary shall also be increased to the same as that allowed to Paris and St. James, the question is left open as to who shall fill the new Mission. It is now pretty generally understood that these modifications and amendments have been made with the full concurrence of the President, so that the latter might be at liberty to appoint a minister of his own choice without the unpleasant necessity of removing the present incumbent.

Personal Explanation of Garrett Davis.

During the course of a personal explanation which Garrett Davis made to-day concerning his conduct as a member of the Committee on Claims, which conduct had been severely criticized in certain newspaper circles, he took occasion to remark that he never subscribed to newspapers, cared nothing for what they said, and certainly never read them. In this last announcement of the Kentucky Senator ensued a burst of merriment from the Senate and galleries, which the Speaker could not quiet for several moments.

A Colored Man Appointed Minister to Liberia.

J. Milton Turner, a prominent colored politician of St. Louis, has received the nomination as Minister resident and Consul General to Liberia. This has been here for some time urging his claims to the position, and the President finally sent his name to the Senate to-day.

Territorial Government for the District.

The people here are rejoicing to-night over the passage by Congress of a bill giving the District a territorial form of Government. As the President has heretofore expressed a favorable opinion of the measure, it seems to be certain that it will now become a law. Speculation has already commenced as to who will be appointed Governor of the District, and about all the leading politicians of the city are mentioned in connection with the office. The coming man, however, does not yet appear to be definitely settled upon, either in private of official circles.

The Parker Investigation.

The sub-committee on appropriations, engaged in the investigation of the charges against Commissioner Parker, have sent the testimony to the printer. The examination in Chief-in-charge in behalf of the Commissioner, and by Mr. Welsh for himself, were given to the committee to-night. Neither knows the argument of the other. The committee will have a meeting either to-morrow or early in the week, and decide upon their report, which will probably be submitted to the House on Tuesday.

The Southern Pacific Railroad.

A meeting of the House Committee on Pacific Railroads will be held next Tuesday, to consider the Southern Pacific Railroad bill. It has been understood that no meeting of the committee could be called on this matter, unless an agreement in favor of some measure were certain to result. It is probable that the Committee will report in favor of the main track, but will amend the bill by cutting off all Government aid to branch roads.

Mr. Trist's Claim.

The House Foreign Affairs Committee has instructed Mr. Banks to investigate and ascertain the amount justly due upon the claim of Mr. Trist for the negotiation of the treaty of Guadaloupe Hidalgo. This is a long standing claim, and it is understood the Committee hold that it has a foundation in justice, the only question to be settled being what is fair compensation for the service rendered.

Prevention and Punishment of Ku-Klux Outrages.

An important bill to punish and prevent Ku-Klux outrages, introduced by Mr. Cobb Monday and referred to the Reconstruction Committee, has been considered, and Mr. Butler has been instructed to report an amendment in the nature of a substitute, to the House and press it to a vote. This he will do early next week, that the committee having the right to report at any time. The substitute covers seventeen pages, and is a very elaborate measure for enforcing the laws by the agency of the United States officials.

AFTER BUILDINGS.

Several delegations, including members of Congress, have been before the House Committee on Appropriations, asking that new Government buildings be erected in various cities and towns. The expenditures demanded were so large that the Committee did not look upon the appeal with much favor. Nearly every city and town in the West and South is asking for new postoffice and court-house buildings.

LIQUOR STATISTICS.

Statistics prepared at the Internal Revenue office show 406 grain distilleries and 8 molasses distilleries in operation in the United States on February 1, 1870, with a producing capacity of 273,701 gallons daily, against 280 grain and 6 molasses distilleries on February 1, 1869, with a capacity of 236,147 gallons. During the month of January of this year, 49 distilleries that had been idle for some time resumed operations.

VANDERBILT'S TAX.

The question involving the payment of $1,187,000, by the New York Central Railroad Company, as a tax on scrip dividend, came before the Commissioner of Internal Revenue, with the solicitor of the bureau present, Thursday morning. Mr. Elmore opened the argument for the Company, which he resisted is not liable for the tax, because there are no scrip dividends, but improvement certificates, which are not binding on the Company, and which it is optional with the Company to pay. Therefore, it was not such an obligation as is subject to taxation. He argued further, that these certificates merely represent the earnings of the Company which occurred prior to the passage of the Internal Revenue law.

INCOME TAX TO STAND.

The advocates of the repeal of the income tax despair of getting Mr. Hooper's bill up for action this session. The iron, coal and salt men are afraid to have the bill brought up before the House for amendment lest "riders" should be put upon it, reducing the duty on those articles, and their strength added to that of the men who want the income tax retained will be sufficient to keep the bill where it is. If it is not reached this session, it will be revived early next session, and will no doubt be the first financial legislation debated in the new Congress.

LIFE INSURANCE LEGISLATION.

The defeat of Judge Bingham's bill relating to life insurance companies was occasioned by the opinion of many members that it proposed an unwarrantable interference by the General Government with the right of the States to regulate the privileges of corporations. The bill provided that no penalty shall be imposed on any life insurance company which is authorized by the laws of the United States, nor shall any tax or other condition of doing business be imposed on any such company which is not, by the same authority, imposed upon all life insurance companies. The last clause would prevent a State from making any discrimination in favor of American insurance companies organized in such State. In many of the western States there is talk of adopting legislation to compel eastern insurance companies to invest the profits arising from their business in the same State from whence they derive it. It is stated that eight millions of dollars are annually drawn from Ohio, and seven millions from Indiana, and that many of the eastern insurance companies, and from all the Western States there is a large and constant drain of money to the east to pay for insurance.

CONFIRMATIONS.

The Senate in executive session confirmed the following nominations: Barlow Lewis, Jr., appraiser of Merchandise, Memphis, Tenn.; John E. Blaine, Wyoming Territory, Surveyor General of Montana; Edward Browning, Register of the Land Office at Indianapolis; O.S. Rodgers, Appraiser of Merchandise, Evansville, Ind.; B. D. E. Lyon, Surveor of Customs, Dubuque, Iowa; Mordecai Mobley, Iowa, Principal Clerk of Public Lands at the General Land Office; Russel Hastings, Marshal for the Northern District of Ohio; John E. Tappan, agent for the Indians at Fort Berthold Agency, Dakota. Postmasters—G. C. Tyche, Des Moines, Iowa; J. H. Shuttleworth, Clarksburg, W. Va.; H. P. Mother, Harrisonville, Mo.; J. L. Byran, Lebanon, Tenn.; H. J. Brown, Indianola, Ind.; J. T. Vaughan, Lawrenceburg, Ind.; Mrs. Ellen Sanderson, Springfield, Ohio; J. A. Seward, Kit Carson, Col.; John Kahl, Quincy, Ohio; Frank Lawrence, Mineral Point, Wis.; Charles H. Ormsby, Ashtabula, Ill.; Edward S. Stackhol, Deer Lodge, Minnesota.

NEWS SUMMARY

BY TELEGRAPH.

At Memphis on Thursday evening an attempt was made to fire the gas works in the upper portion of the city by discharged employees. The fire was extinguished, however, without serious damage. An attempt was also made earlier in the evening to assassinate the Superintendent of the works by the foreman and resumed it at six o'clock. Temperature fifteen degrees.

Louisville.

LOUISVILLE, February 16.—River stationary, with four feet on the falls and seven feet in the canal, with prospects of a rise; raining all day. Arrived—Kate Putnam, St. Louis; Alaska, New Orleans. Departed—Alaska, Safe, Hale, Cincinnati; Kate Putnam, Pittsburgh. The Kanawha came in with seven hundred barrels of Marble City. Business on the levee is dull, owing to bad weather.

Nashville.

NASHVILLE, February 17.—River rising with seven and a half feet on Harpeth Shoals. Heavy rain. Arrived—J. N. Phillips, Florence; Cumberland.

Memphis.

MEMPHIS, February 17.—Raining; the river fell six inches and declined two feet in all. Up—City of Memphis and Marble City. Down—Batesville and Pat Cleburne.

Cairo.

CAIRO, February 17.—Port list to-day: Idlewild, Evansville packet, II P. M.; Grand Lake, New Orleans to Pittsburgh, 6 A. M.; T. P. Sherrt, Cairo to Goose Island, 6 A. M.; Mary Forsyth, Cairo to New Orleans, noon; John Lumsden, Nashville packet, 12 M.; Tom Jasper, Cairo to Memphis, 12 M.; Utah, 2 P. M.; Belle Able, Cairo to New Orleans, 2 P. M.; Utah, Red river to St. Louis, 6 P. M.; M. J. Wicks, New Orleans to St. Louis, 6 P. M.; St. Mary, Evansville to Memphis, 8 P. M. River fell five inches; rain almost without intermission since 2 A. M.; mercury 56 degrees.

St. Louis.

ST. LOUIS, February 17.—Arrived—St. Joseph and W. H. Brown, Memphis; Varuna, Louisville; W. J. Lewis, New Orleans. Departed—Northwestern, New Orleans; Belle of Memphis, Memphis; W. H. Brown, Cairo. River rising slowly. Rain falling since midnight in the morning and continues to-night. A telegram from Vicksburg announces the death of Captain Tom. Brierly, formerly a Missouri river steamboatman.

MEMPHIS, February 17.—Parker Bros.' Dollar Store on Main street was burned last night. Loss $20,000; insurance $15,000.

The Tennessee.

Something on Which to Base a Hope.

A Vessel Resembling the Missing Steamer Seen off the Haytien Coast on the 2d Instant.

HAVANA, February 17.—A vessel which has arrived at the eastern end of the island reports having seen, on the 2d instant, a war steamer off the Haytien coast, with three masts, painted black, barkrigged and about 2,000 tons, steaming slowly, and supposed to be the Tennessee.

McGARRAHAN SWINDLE.

Report in Favor of the Claim.

Minority of the House Judiciary Committee Favor Giving McGarrahan the Patent—Mutilation of the Public Records Charged.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 17, 1871.

To-morrow is assigned to the consideration of reports of the House Judiciary Committee on the McGarrahan claim. A synopsis of the report of the majority has already been published in this correspondence. The minority consists of four members of the committee, Bingham, Butler, of Massachusetts, Cook and Eldridge. General Butler does not agree with the other three in the full extent of their conclusions. The claim of McGarrahan has a good title to the land claimed by him.

subscribed to but one part of their report, namely: that concerning the patent alleged to have been signed and recorded during the administration of President Lincoln. The statement on this point is substantially as follows: On the 14th of March, 1863, a patent was made and engrossed and a copy signed by Mr. Lincoln's Secretary in charge of that business. This patent was recorded in the proper record book, and the record marked "examined." The date was filled in and signature also recorded. The testimony shows that records of patents were never marked "examined" until compared with the original and found correct and perfect. This record remained intact and unchanged until within two years, when counsel for the New Idria Company drew pencil lines across the face of the record, and with a pencil wrote across it the words "not signed." It remained in this condition until it and the original patent was called for by the Judiciary Committee in the progress of this examination. Upon the production of what was claimed to be the parchment original, it appeared never to have been signed or dated. This patent was written out on five separate sheets of parchment, stitched together with ribbon. On examination it appeared evident that the last sheet of the original document, on which were the date and signature, had been taken off and another sheet substituted, on which was neither date nor signature. Through four of the original sheets were holes made by former stitching, the new sheet having been attached by independent sewing. When in April last the Chairman of the Judiciary Committee called for a certified copy of the record as it appeared then, Secretary Cox ordered to be written on the same the words "This patent has never been signed or executed, and is of no validity, and the record is cancelled," thus, as is claimed, assuming to certify to a fact seven years old, of which he could have no knowledge, and to alter the record. The majority of the Committee, therefore, report resolutions requiring that the patent shall be again recorded as it stood on the 14th of March, 1863; that McGarrahan be consoled to have all the rights which such a record would give him, and that the President be authorized to take whatever steps he may deem expedient to ascertain the facts in the premises. General Butler still holds the opinion announced last fall, that neither McGarrahan nor the New Idria Company has a title, but that the title is in the United States; but he concurs in the report of the minority report, because he holds it to be dangerous to admit that executive officers may order or permit the alteration of the records of a department for any purpose whatever.

CONGRESS.

WASHINGTON, D. C., February 17, 1871.

SENATE.

The VICE PRESIDENT presented the credentials of Eli S. Saulsbury, Senator from Delaware, for six years from March 4th next. Laid on the table.

Mr. WILSON, from the Committee on Military Affairs, reported without amendment the House bill to protect relinquishments and for other purposes; also, without amendment, the bill introduced by himself recently, to provide for the selection of cadets for the military and naval academy.

The legislative, executive and judicial appropriation bill was then proceeded with.

Without disposing of the bill the Senate, at a quarter to six, after a short executive session, adjourned.

HOUSE OF REPRESENTATIVES.

The House went into Committee of the Whole on the Army Appropriation bill, Mr. GARFIELD in the chair. The general debate was limited to half an hour. The bill appropriates $27,475,000.

Mr. BROOKS, of New York, said he was going to do what he had never done before—oppose the whole army bill. He would do it now because the army was perverted by the President of the United States. The army, which had hitherto acquired its honors and glories on the plains of Chapultepec, or in the Wilderness, or on the mountains of Missionary Ridge, was now used, and mainly used, for electioneering purposes, either for the Southern or Northern States. So long as the army was used or could be used for that purpose, never, so help him God, never, under any circumstances, would he vote a dollar for its support. The fact that some of all members were bound to express it not feel for the President of the United States forbade him to express that depth of indignation which he felt against him, who, on election day, dared use cannon and bayonets and bullets to assault after his Brookses constituents at the mere caprice of Marshals and Supervisors—the Hero had appeared in the very seething and scum of the gutter cauldron of the city of New York. No language could express the indignation he felt at him who, on election day, used the army of the United States on election day at the disposal of his secretary, Gen. Rawlins.

Mr. SARGENT said against the Democrats the accusation could be answered by pointing to the fact that California, and President Johnson, for the use of the military to carry the last Presidential election in California for Seymour and Blair, and that it would hardly be believed that this same Governor Haight had recently pardoned a Democrat who was himself as a candidate for re-election, and that one of his plans was opposition to military interference in elections.

Mr. ELDRIDGE asked Mr. Sargent whether he was in favor of universal suffrage.

Mr. SARGENT said he was in favor of it under such circumstances as existed in the 8th ward of New York; but even if he were not, the Democratic party had shown in the illustrious instance he had referred to that it was.

The discussion of this point was continued in a noisy and disorderly manner by Messrs. Woodward, Randall, Niblack, Morgan and Schumacher, in the course of which Mr. SCHUMACHER said that more fraud had been perpetrated and more votes bought and sold in St. Lawrence county, New York, than in all the States of the South put together, that it was usual for the Republican Governors, from Seward to Fenton, to pardon the basest election fraud.

Mr. BECK inquired of Mr. Dickey, who had charge of the bill, whether the act of last year regulating the pay of army officers had not increased their pay, also, to what it become of $15,000,000 reserved from the sale of arms and munitions during the last nine months, and what disposition had been made of the men sent all over the country to control elections.

Mr. DRAKE replied as to the first inquiry that the money received from the sale of arms could not be used in appropriations, but would be conveyed into the Treasury. As to the latter the bill, and that as to the bill regulating the pay of army officers, he understood that the pay of all subaltern officers up to the rank of lieutenant-colonel had been increased, and all over that rank diminished.

Mr. LOGAN contradicted the assertion that the pay of army officers had been increased under the act of last year, and stated that the aggregate reduction of army expenses was over two millions, and that all statements to the contrary were misrepresentations got up in order to drive Congress back to the old system of pay, so that the government might be plundered under the name of economy without subject any chance of the plunderers being detected.

Mr. LAWRENCE, of Ohio, stated that the act of last year the aggregate expenses of the army had been reduced, but not the number of officers, and a reduction of the number of officers and rank and file.

Mr. JONES offered an amendment requiring that the titles of all national cemeteries shall be indisputable in the United States Courts. This reference particularly to Arlington, and was prepared to show that the title to that property was not in the Government, but in Mr. Custis Lee. Mr. Lane, Jr., defended Senator McCreery, of Kentucky, from the charge of being in the rebellion against the United States Senate on that subject, intended any disrespect to the defenders of the Government; it was especially to the dignity of the Government to deposit the remains of any soldier in ground not owned by the Government. The bones of any one property owned it from the center of the earth up to the heavens, and therefore had a right to have every incumbrance removed from it.

Mr. BUTLER, of Massachusetts, rose to reply, but the SPEAKER here took a recess till 7:30, the evening session to be for general debate on the Education bill.

EVENING SESSION.

There were not more than a dozen members present at the night session, Mr. SPEER in the chair, to which the House adjourned.

ADDITIONAL RIVER DISPATCHES.

Cincinnati

CINCINNATI, February 17.—River fifteen feet, and has risen eleven inches in twenty-four hours. Arrived—Keystone, Nashville; Kanawha, Pittsburgh; Evansville; Champion, Memphis. Departed—Exchange, Pittsburgh; Major Anderson, Wheeling; Memphis, St. Louis. Rain all night, but cleared off in the forenoon and resumed it at six o'clock. Temperature fifteen degrees.

Louisville.

LOUISVILLE, February 16.—River stationary, with four feet on the falls and seven feet in the canal, with prospects of a rise; raining all day. Arrived—Kate Putnam, St. Louis; Alaska, New Orleans. Departed—Alaska, Safe, Hale, Cincinnati; Kate Putnam, Pittsburgh. The Kanawha came in with seven hundred barrels of Marble City. Business on the levee is dull, owing to bad weather.

Nashville.

NASHVILLE, February 17.—River rising with seven and a half feet on Harpeth Shoals. Heavy rain. Arrived—J. N. Phillips, Florence; Cumberland.

Memphis.

MEMPHIS, February 17.—Raining; the river fell six inches and declined two feet in all. Up—City of Memphis and Marble City. Down—Batesville and Pat Cleburne.

Cairo.

CAIRO, February 17.—Port list to-day: Idlewild, Evansville packet, II P. M.; Grand Lake, New Orleans to Pittsburgh, 6 A. M.; T. P. Sherrt, Cairo to Goose Island, 6 A. M.; Mary Forsyth, Cairo to New Orleans, noon; John Lumsden, Nashville packet, 12 M.; Tom Jasper, Cairo to Memphis, 12 M.; Utah, 2 P. M.; Belle Able, Cairo to New Orleans, 2 P. M.; Utah, Red river to St. Louis, 6 P. M.; M. J. Wicks, New Orleans to St. Louis, 6 P. M.; St. Mary, Evansville to Memphis, 8 P. M. River fell five inches; rain almost without intermission since 2 A. M.; mercury 56 degrees.

St. Louis.

ST. LOUIS, February 17.—Arrived—St. Joseph and W. H. Brown, Memphis; Varuna, Louisville; W. J. Lewis, New Orleans. Departed—Northwestern, New Orleans; Belle of Memphis, Memphis; W. H. Brown, Cairo. River rising slowly. Rain falling since midnight in the morning and continues to-night. A telegram from Vicksburg announces the death of Captain Tom. Brierly, formerly a Missouri river steamboatman.

MEMPHIS, February 17.—Parker Bros.' Dollar Store on Main street was burned last night. Loss $20,000; insurance $15,000.

FRANCE.

No Secret Treaty Between Russia and Prussia—Favre and the Representatives of the Assembly to Negotiate Terms of Peace.

LONDON February 17.—It is said that the Foreign Office has received no conclusive evidence of the existence of a secret treaty between Russia and Prussia.

Favre has left Paris again for Bordeaux, whence he will return with the Representatives of the Assembly to negotiate a treaty of peace. All the contributions which have been collected by the Germans in France, otherwise than as penalties, will be reckoned in the general war indemnity.

Important Decree.

BERLIN, February 17.—A Decree has been issued, that while it is still impossible to raise the state of seige, the Emperor desiring that the electoral movement should be unfettered during the period of the elections the clauses in the proclamation of a state of siege suspending the right of association and public meetings, and he further directs political prisoners awaiting trial to be released, but without prejudice of their future prosecution. The session of the Prussian Diet was closed to-day by an Imperial message.

THE DOMINION.

President Grant's Language in the Annual Message Criticized in the House—Why Sir John Rose Declined a Place on the High Commission.

OTTAWA, February 17.—In the House, Mr. McKenzie, leader of the opposition, referred to the offensive language used towards Canada by many public men citizens, but by the President of the United States in his message, who seemed as if controlled by an irresistible power to insult Canada, merely because it occupied a semi-independent condition as a dependency of the British empire, which they desired by change by annexation to the Republic. He strongly condemned such utterances, and said there was a large and respectable class in Canada who desired a Union with the States, but disclaimers to cultivate a love of liberty and love of country, and trusted that Mr. Rose had been brought to bear by the Imperial Government for the adoption of any course that would necessitate the sacrifice of our rights. He would find to state that there had not been any reference in the published correspondence to the consideration of the Fenian claims by the High Commission. He was here interrupted in the negative by Sir Francis Hicks, but McKenzie maintained the statement, and criticised the somewhat submissive tendency of Sir Edward Thornton when the American government insisted on any demands. He did not believe in submitting to grave injustice, and demanded as a national right, considered with regard to the fisheries, that the three mile limit, counting from headland to headland, should have been insisted on.

Sir John A. McDonald replied at considerable length, stating that the interests of Canada would not be sacrificed by England to her own advantage.

TORONTO, February 17.—A Government organ here says, in relation to Sir John Ross declining to sit on the High Commission, that the Hon. Alexander Morris was entreated to Sir John Rose by the Washington Government. I have consulted the Hon. Mr. Morris, and for no declining to accept a position on the High Commission. A large loan is already advertised for by the Secretary of the Treasury for the purpose of consolidating the American debt, and with a view to a reduction of the rate of interest. There would be an improper(?) in Sir John Rose accepting the appointment of a portion of the loan in England and sitting on the commission at the same time.

EUROPE.

BY THE ATLANTIC CABLE.

Duties of the Anglo-American Commission.

LONDON, February 17.—In the House of Commons to-night Viscount Enfield replying to a question, repeated that the Anglo-American High Joint Commission were not authorized to settle the difficulties between the two countries. Their mission was to determine the amount of damages to be paid to a mixed commission were preferred, British claims would also be considered.

Mr. Auberon Herbert moved a resolve that in the opinion of the House it was the duty of neutral powers to interpose to prevent such moderate terms of peace as may restore the tranquility of Europe and the independence of nations. All other powers opposed as inopportune and impolitic. Messrs. Peel and Fawcett, while they partially sustained the Government, could not help feeling that England's position was selfish isolation. Prussia was already contained in her triumphant career. The English philanthropy was her only redeeming feature. The Prime Minister, Mr. Gladstone, Mr. Bulwer, and others was much mischief in the resolve, for it would irritate Prussia.

The Marathon Massacre.

LONDON, February 17.—A dispatch from Athens announces that the Court of Appeals has confirmed the judgment against the accomplices of the banditti who perpetrated the Marathon massacre, declaring that the Englishman, Noel, will, therefore, be placed on trial at the assizes for murder.

STATE LEGISLATURES.

Massachusetts.

BOSTON, February 17.—The Senate to-day passed a bill to have the future Governor's inauguration at Governor Andrew, engraved on the pedestal of the statue: "I know not what record sin awaits me in another world, but this I do know, I never was so mean as to despise any man because he was poor, or because he was ignorant, or because he was black."

Indiana.

INDIANAPOLIS, February 17.—The report of the committee on the case of John W. Burson, Republican Senator from Delaware county, in which a seat, has been under discussion in the Senate during the entire session to-day and to-night, without adjournment. It probably will not be decided before all night, or until a vote is reached, which the Democrats are now anxious to do, but Republicans oppose. Refreshments are sent to the chamber for the Senators.

Ohio.

COLUMBUS, February 17.—In the Legislature today a bill was introduced to increase the salaries of Street Commissioners by wards in cities of second class. A resolution was adopted in the House asking Congress to pass a law to increase the pay of sailors who served in the late war in 1861 and were discharged, but were re-enlisted, after having served two years, additional pay. Resolutions calling upon Congress to keep the Ohio and Erie canal in navigable order were also adopted. A bill was introduced to provide for the inspection of steam boilers. Governor Hayes appointed Joseph Turner Chief Inspector and one local inspector for each Congressional District.

Missouri.

ST. LOUIS, February 17.—The Senate committee to whom was referred the petition of Mrs. Minor and suffragists, asking the Legislature to urge Congress to submit the following amendment to the Federal Constitution granting the franchise to women reported as follows: Inasmuch as the claim of these ladies is based on the right to vote under the Constitution of the United States, and that it will be see that every such right in the United States courts, therefore the ladies are respectfully referred to the United States courts for the enforcement of their rights. The Senate Committee on Federal Relations reported favorably on the resolution asking Congress to remove the Federal capital to the Mississippi Valley.

Arkansas.

MEMPHIS, February 17.—The *Avalanche's* Little Rock special says: The roll was called in the Senate on the Governor's veto message, and immediately afterward the managers of the impeachment appeared at the door. The Sergeant-at-arms first refused them admittance, but the managers insisted and he finally admitted them. The Sergeant-at-arms announced their presence and desire to communicate with the Senate. The President responded that the message could not be received in the manner of this examination. On motion to call the House was decided out of order. Carroll insisted on the Senate's putting the question, and said it was a trick to prevent the managers communicating the impeachment to the Governor. Some wrangling took place, when the Clayton men carried a motion to adjourn till tomorrow morning. Adopted. The managers retired. A message was received in the House from the Governor, stating that he had been unofficially informed of articles of impeachment having been presented, the adoption of a resolution suspending him from office. The best legal talent informed him that he could not be suspended by legislative action, and that the Senate, intended any disrespect to the defenders of the Government; it was especially to the dignity of the Government to deposit the remains of any soldier in ground not owned by the Government. The bones of any one property owned it from the center of the earth up to the heavens, and therefore had a right to have every incumbrance removed from it.

Mr. BUTLER, of Massachusetts, rose to reply, but the SPEAKER here took a recess till 7:30, the evening session to be for general debate on the Education bill.

EVENING SESSION.

There were not more than a dozen members present at the night session, Mr. SPEER in the chair, to which the House adjourned.

ADDITIONAL RIVER DISPATCHES.

Cincinnati

CINCINNATI, February 17.—River fifteen feet, and has risen eleven inches in twenty-four hours. Arrived—Keystone, Nashville; Kanawha, Pittsburgh; Evansville; Champion, Memphis. Departed—Exchange, Pittsburgh; Major Anderson, Wheeling; Memphis, St. Louis. Rain all night, but cleared off in the forenoon and resumed it at six o'clock. Temperature fifteen degrees.

Louisville.

LOUISVILLE, February 16.—River stationary, with four feet on the falls and seven feet in the canal, with prospects of a rise; raining all day. Arrived—Kate Putnam, St. Louis; Alaska, New Orleans. Departed—Alaska, Safe, Hale, Cincinnati; Kate Putnam, Pittsburgh. The Kanawha came in with seven hundred barrels of Marble City. Business on the levee is dull, owing to bad weather.

Nashville.

NASHVILLE, February 17.—River rising with seven and a half feet on Harpeth Shoals. Heavy rain. Arrived—J. N. Phillips, Florence; Cumberland.

Memphis.

MEMPHIS, February 17.—Raining; the river fell six inches and declined two feet in all. Up—City of Memphis and Marble City. Down—Batesville and Pat Cleburne.

Cairo.

CAIRO, February 17.—Port list to-day: Idlewild, Evansville packet, II P. M.; Grand Lake, New Orleans to Pittsburgh, 6 A. M.; T. P. Sherrt, Cairo to Goose Island, 6 A. M.; Mary Forsyth, Cairo to New Orleans, noon; John Lumsden, Nashville packet, 12 M.; Tom Jasper, Cairo to Memphis, 12 M.; Utah, 2 P. M.; Belle Able, Cairo to New Orleans, 2 P. M.; Utah, Red river to St. Louis, 6 P. M.; M. J. Wicks, New Orleans to St. Louis, 6 P. M.; St. Mary, Evansville to Memphis, 8 P. M. River fell five inches; rain almost without intermission since 2 A. M.; mercury 56 degrees.

St. Louis.

ST. LOUIS, February 17.—Arrived—St. Joseph and W. H. Brown, Memphis; Varuna, Louisville; W. J. Lewis, New Orleans. Departed—Northwestern, New Orleans; Belle of Memphis, Memphis; W. H. Brown, Cairo. River rising slowly. Rain falling since midnight in the morning and continues to-night. A telegram from Vicksburg announces the death of Captain Tom. Brierly, formerly a Missouri river steamboatman.

MEMPHIS, February 17.—Parker Bros.' Dollar Store on Main street was burned last night. Loss $20,000; insurance $15,000.

TO-DAY'S ADVERTISEMENTS.

Checkered Front—T. C. Jenkins & Bro.
Mark Twain's Innocents Abroad—R. S. Davis & Co.
Black Silks—White, Orr & Co.
Important New Books—S. A. Clarke & Co.
Stocks at Auction—A. Leggate.
Phantastes—R. S. Davis & Co.
Card—Howard Eaton & Co.
Proposals—Pittsburgh and Ormsby Passenger Railway Company.
Roman Imperialism—R. S. Davis & Co.
Furniture for Sale—W. Commercial office.
Earthly Paradise—R. S. Davis & Co.
Special Notice—W. M. Porter.
Dry Goods Stock for Sale—A. & J. B. Bartholomew.
Platform Scale Wanted—McClellan, Harrison & Co.
Ad Clerum—R. S. Davis & Co.
Residence for Rent—John D. Butler.
New Jerusalem Church—Rev. W. H. Benade.
Plymouth Congregational Church—Rev. E. Y. Garrette.
First Methodist Church—Rev. I. W. McKeever.
The Sweetness—R. S. Davis & Co.
Card—Steinway & Sons.
Pianos Limousine—Barr & Knake.
Office for Rent—211 Wodern avenue.
Building for Rent—188 Second avenue.
Offices for Rent—Dr. Spencer.
An Ordinance—Borough of Birmingham.
My Shady Windows—R. S. Davis & Co.
St. Andrew Hall—Sam'l K. Lanahan.
Cream Ale—Pier, Dannals & Co.
Real Estate at Auction—A. Leggate.
Brown's Bronchial Troches
Wood Street—116 Market street.
Woodlawn—John H. Hyndmott.
Pittsburgh Opera House—The Robbers.
Sam Sharpley's Show House—Grand English Opera Combination, February 20.
Lecture—John B. Gough.
Grand Fair—Second Allegheny.
Academy of Music—The Pilgrim.
Opera House—Sam'l Sharpley's Minstrels.
Dumbleton Varieties Theater.
Grand Fair—Second Presbyterian.
Sharpley's Silver Show.
Sharpley's—Lydia Thompson Burlesque Troupe.
Masonic Concert—Fifth avenue.
Anchored Heart—Schuler, Harper, Nevers, Schuyer & Co.
Wholesale House—Joseph Horne & Co.
Waltham Watches—H. Black & Co.
Residence for Sale—C. H. Love.
Antique Heavy—John Whitcomb.
Agent—Leaders—Marvin.
Dental Notice—Jones.
Lager—C. Wm. & Co.
Steffy's Pure Rye—Wm. Voss.
Home Stomach Bitters—R. J. Roberts.
Timber Tracts for Sale—Thos. Clarke, Jr.
Trustees' Sale of Hempfield Railroad.
Room for Rent—Dr. Spencer.
Rooms for Rent—Oliver McClintock & Co.
Irving and Merchantilee Bookcases—J. J. Bender & Co.
Money to Loan—W. N. Howard.
Tinsmith and Hose for Sale—Hartley, McCue & Co.
Piano for Sale—Hillerman's.
Residence for Sale—Atwood & McCaffrey.
Residence for Sale—C. H. Love.
Timber Land for Sale—W. D. Wood.
Election of Managers—Monongahela Bridge Co.
Notice is hereby given that William Glenn & Sons, Standard Work for Lawyers—James R. Dodge.
Granular Preparations—Simon Johnston.

List of Unmailable Letters, February 17, 1871.

Carter, Miss Rosale, Mound City, Ill.....3c
Cooper, Mrs. Edward, Allegheny, Pa.....3c
Cooper, Mrs. Maria, Towsontown, Md.....3c
Neil, Miss, Clifton Park, New York.....3c

RAILWAY MATTERS.

LEGISLATION IN VIRGINIA FAVORABLE TO THE PENNSYLVANIA CENTRAL.

RICHMOND, Va., February 17.—A bill changing the name of the Alexandria and Fredericksburg Railroad to the Washington and Richmond, and extending said road to Richmond, was ordered to its engrossment to-day, by a vote of 75 to 51. It is understood that its friends will try and pass it to-morrow. This is the bill which gives the Pennsylvania Central Railroad connection with the Southern roads.

REDUCTION OF FREIGHTS FROM NEW YORK TO THE WEST.

NEW YORK, February 17.—At a meeting of the Directors of Trunk lines of railroad, held at the Fifth Avenue Hotel to-day, determined to reduce the freight rates from New York to the West. The following are classes of rates to Chicago were agreed from 1st No 1 to 85, 1st 80 to 1st No. 2 to 80 and 4th to 75c. A similar reduction in rates on live stock, grain, cattle, earthenware in crates, etc., were put into special arrangements. All other western points will be made to correspond with the above, to take effect on and after Monday next.

THE ADVANCE IN THE TARIFF ON COAL.

SCRANTON, PA., February 17.—To-morrow's *Republican* will contain the following: "We understand that the Lehigh Valley and Susquehanna Railroad Companies yesterday notified coal operators that hereafter tolls from Wilkesbarre to Port Johnson and Elizabethport will be 90 per ton. Before the suspension they were $1 75. This further step to determine the mettle of a lumpier is a mixed commission were preferred, British claims would also be considered.

Mr. Auberon Herbert moved a resolve that in the opinion of the House it was the duty of neutral powers to interpose to procure such moderate terms of peace as may restore the tranquility of Europe and the independence of nations. All other powers opposed as inopportune and impolitic. Messrs. Peel and Fawcett, while they partially sustained the Government, could not help feeling that England's position was selfish isolation. Prussia was already contained in her triumphant career. The English philanthropy was her only redeeming feature. The Prime Minister, Mr. Gladstone, Mr. Bulwer, and others was much mischief in the resolve, for it would irritate Prussia.

The Marathon Massacre.

LONDON, February 17.—A dispatch from Athens announces that the Court of Appeals has confirmed the judgment against the accomplices of the banditti who perpetrated the Marathon massacre, declaring that the Englishman, Noel, will, therefore, be placed on trial at the assizes for murder.

STATE LEGISLATURES.

Massachusetts.

BOSTON, February 17.—The Senate to-day passed a bill to have the future Governor's inauguration at Governor Andrew, engraved on the pedestal of the statue: "I know not what record sin awaits me in another world, but this I do know, I never was so mean as to despise any man because he was poor, or because he was ignorant, or because he was black."

Indiana.

INDIANAPOLIS, February 17.—The report of the committee on the case of John W. Burson, Republican Senator from Delaware county, in which a seat, has been under discussion in the Senate during the entire session to-day and to-night, without adjournment. It probably will not be decided before all night, or until a vote is reached, which the Democrats are now anxious to do, but Republicans oppose. Refreshments are sent to the chamber for the Senators.

Ohio.

COLUMBUS, February 17.—In the Legislature today a bill was introduced to increase the salaries of Street Commissioners by wards in cities of second class. A resolution was adopted in the House asking Congress to pass a law to increase the pay of sailors who served in the late war in 1861 and were discharged, but were re-enlisted, after having served two years, additional pay. Resolutions calling upon Congress to keep the Ohio and Erie canal in navigable order were also adopted. A bill was introduced to provide for the inspection of steam boilers. Governor Hayes appointed Joseph Turner Chief Inspector and one local inspector for each Congressional District.

Missouri.

ST. LOUIS, February 17.—The Senate committee to whom was referred the petition of Mrs. Minor and suffragists, asking the Legislature to urge Congress to submit the following amendment to the Federal Constitution granting the franchise to women reported as follows: Inasmuch as the claim of these ladies is based on the right to vote under the Constitution of the United States, and that it will be see that every such right in the United States courts, therefore the ladies are respectfully referred to the United States courts for the enforcement of their rights. The Senate Committee on Federal Relations reported favorably on the resolution asking Congress to remove the Federal capital to the Mississippi Valley.

Arkansas.

MEMPHIS, February 17.—The *Avalanche's* Little Rock special says: The roll was called in the Senate on the Governor's veto message, and immediately afterward the managers of the impeachment appeared at the door. The Sergeant-at-arms first refused them admittance, but the managers insisted and he finally admitted them. The Sergeant-at-arms announced their presence and desire to communicate with the Senate. The President responded that the message could not be received in the manner of this examination. On motion to call the House was decided out of order. Carroll insisted on the Senate's putting the question, and said it was a trick to prevent the managers communicating the impeachment to the Governor. Some wrangling took place, when the Clayton men carried a motion to adjourn till to-morrow morning. Adopted. The managers retired. A message was received in the House from the Governor, stating that he had been unofficially informed of articles of impeachment having been presented, the